

### 3.3 SOCIOECONOMIC RESOURCES

#### 3.3.1 Land Use and Zoning

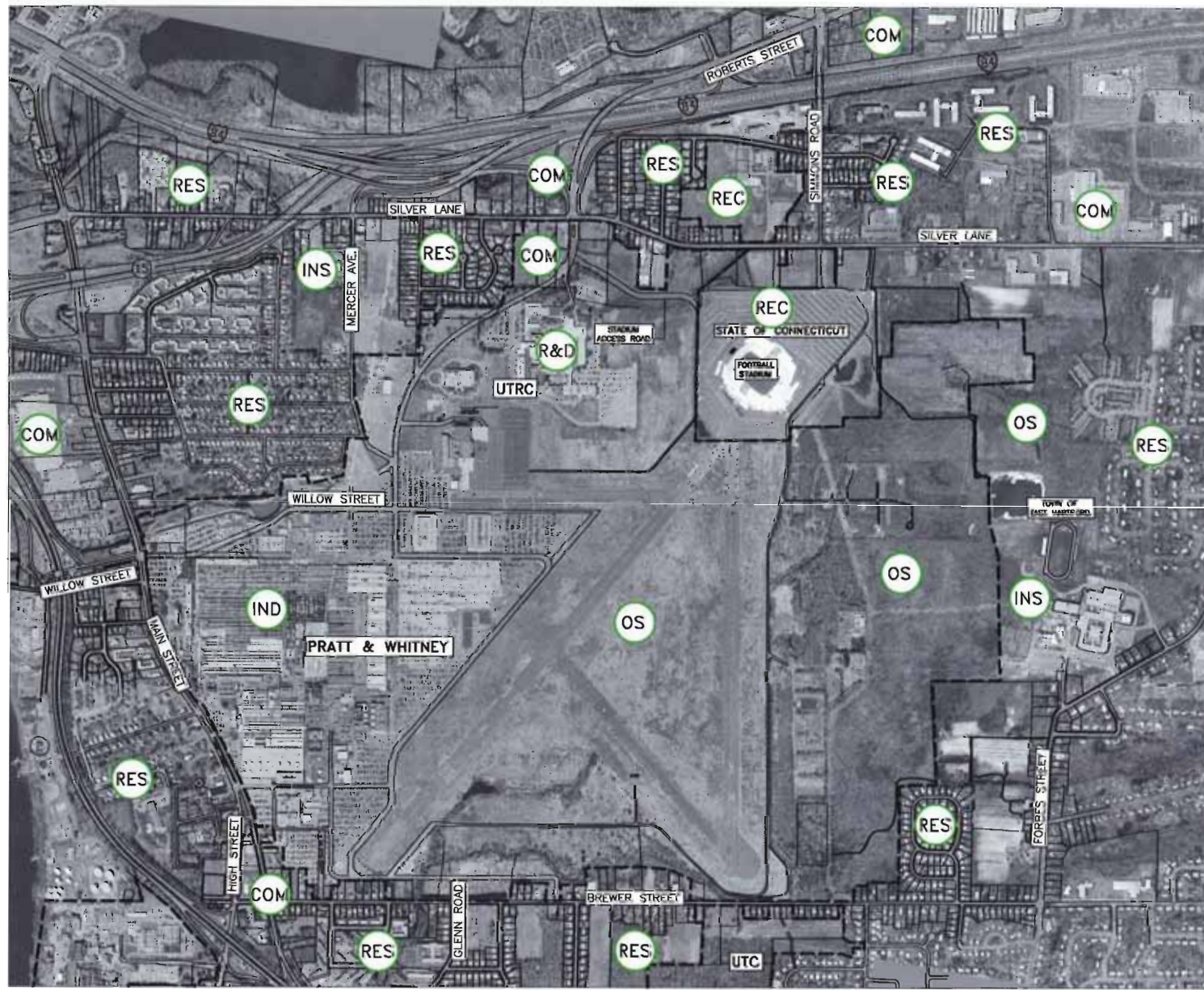
##### 3.3.1.1 Existing Conditions

The *East Hartford Plan of Conservation and Development* (Harrall-Michalowski Associates, 2003) and DEP 1995 Land Use Landcover GIS datalayer were reviewed to provide land use information for the project area. The *East Hartford Plan of Conservation and Development* provides land use information based on the 2001 Assessor's database with field verification. The DEP 1995 GIS Land Use Landcover data layer was also reviewed to check consistency. This statewide layer is based on LANDSAT thematic map satellite imagery, which has a resolution of 30 meters, with a minimum mapping unit size of 1 hectare. The data layer breaks down land uses into 28 major categories. Overall, the DEP mapping is based more on natural features, while the Town's classification system is based primarily on development types for individual parcels, thereby providing finer resolution. Because of the need for land use review for individual parcels and town blocks and interest in the existing development potential of UTC property, the *East Hartford Plan of Conservation and Development* (2003) was regarded as the primary information source.

The Town of East Hartford is largely residential, with approximately 35% of the land devoted to residences. Residential areas are concentrated in the southeastern portion of the Town, with another large area of communities in the northern portion of town, north of I-84. Commercial and industrial uses comprise 14% of the overall land use, while institutional land uses (private, town, state, and federal facilities) account for almost 6% of the town. Of the existing commercial and industrial land uses, the UTC/Pratt & Whitney properties represent the single largest contiguous land use. Remaining land is divided among impervious areas such as roads and parking (16%) and open space (approximately 29%). Open Land is composed of vacant lands, agriculture, cemeteries, golf courses, and other town owned recreation areas. The Rentschler Field property is the largest contiguous vacant parcel in the Town.

Figure 3.3.1-1 shows general land use within and surrounding the project area. The Stadium is shown as state land according to the *East Hartford Plan of Conservation and Development* (2003). The Rentschler Field property currently has abandoned paved runways, taxiways, and access routes, with vegetated areas (discussed in Section 3.2) comprising the remainder of the parcel. The adjacent UTC/Pratt & Whitney properties along Willow Street are listed as Manufacturing according to the *East Hartford Plan of Conservation and Development* (2003). The Willow Street/Main Street intersection has commercial, retail, and residential development.

Properties on either side of the I-84/Roberts Street/Silver Lane interchange include single family residential, with manufacturing, residential, and retail properties on the south side of Silver Lane. The north side of Silver Lane also has several sales/service businesses, especially east of Simmons Road. There are also limited agricultural areas along the south side of Silver Lane, as well as vacant land. A large area of open land (currently used as ball fields) exists on the north side of Silver Lane, between Roberts Street and Simmons Road. Land along Simmons Road is primarily residential, with state/federal land along I-84 (currently a maintenance facility). In general, the I-84 ramps off Silver Lane are surrounded by residential parcels and state/federal land. To the west of the site, the Main Street/Silver Lane intersection consists of residential, commercial, and auto sales/service land.



# LEGEND

- UTC PROPERTY BOUNDARY
- \_\_\_\_\_ OTHER PROPERTY BOUNDARY (MDC)
- RES RESIDENTIAL
- COM COMMERCIAL
- INS INSTITUTIONAL
- REC RECREATIONAL
- OS OPEN SPACE
- IND INDUSTRIAL
- R&D RESEARCH & DEVELOPMENT

AERIAL PHOTO (SBC, 2002 AND COL-EAST, 2005)

<b>INFRASTRUCTURE IMPROVEMENT/ RENTSCHLER FIELD DEVELOPMENT ENVIRONMENTAL IMPACT EVALUATION EAST HARTFORD, CT</b>	SCALE 1" = 1000'
	DATE AUGUST 2006

**FIGURE 3.3.1-1  
EXISTING LAND USE**

To the east of the site, the Silver Lane/Forbes Street intersection is primarily residential, with Town land on the southeast side.

To the south of Rentschler Field, Brewer Street is primarily residential, with limited businesses concentrated around the Main Street/Brewer Street/Route 2 intersection and limited agricultural parcels along the south side of Brewer Street. Development along Main Street is primarily Auto Sales/Service, Retail Sales/Service, Wholesale/Distribution, and Manufacturing, with a cemetery at the intersection with Brewer Street, and limited residential parcels throughout. Land uses bordering on the eastern portion of Rentschler Field include Town facilities (schools) and land listed as Agriculture or Open Space. Residential uses also border this side of the field.

*The Town of East Hartford Zoning Regulations* were reviewed to determine current zoning for the Rentschler Field site and surrounding areas which will be subject to improvements. Overall, zoning includes single family and multi family Residential zones, Business zones, and Industrial zones, as well as the Design Development District Zone. The majority of Rentschler Field, including the existing Stadium site, was previously zoned Industrial-3 (I-3) by the Town of East Hartford (Figure 3.3.1-2) (Planimetrics, 1999). In June of 2005, the Town approved a zone change for Rentschler Field from I-3 to the Design Development District Zone.

The Design Development District Zone is an unmapped “floating” district intended for large scale development sites to insure more planning within such a development by providing increased land development flexibility with more stringent administrative standards, procedures, and long range planning. According to Town’s zoning regulations, the underlying zones for this district are I-2, I-3, B-4, and B-1A, although adjacent land in other zones may be incorporated into the design, provided that the combined parcels meet the requirements for size (20 acre minimum) set forth in Section 603.5a of the zoning regulations.

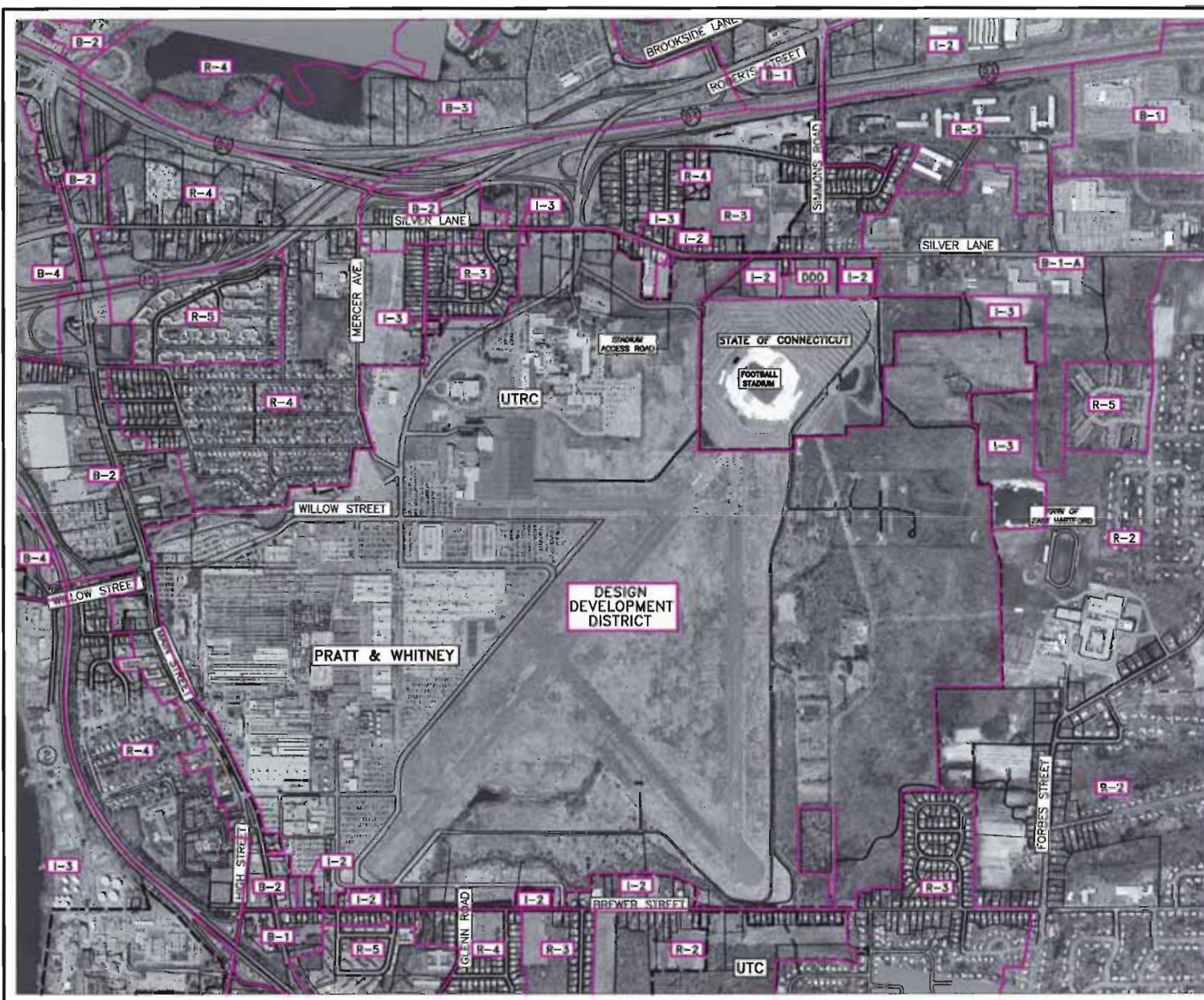
All land uses allowed under the Town’s regulations as a permitted use, special permit use, or otherwise (except adult oriented establishments) are allowed in the Design Development District Zone. The focus in orienting land uses is for compatibility and transition between land uses. Under this development district, plans must be submitted to verify that adequate capacity exists within all utility systems, based on total build out. A plan must also be provided to address traffic management, proving adequate capacity at full build out and including traffic management techniques (mass transit, etc.). Buffer zones and open space requirements also exist.

Specific programmatic requirements consist of an application for a zone change, submittal of a Master Plan, holding of a public hearing, and preparation and submittal of a Site Plan. The Master Plan and Site Plan must be reviewed and approved by the Town Planning and Zoning Commission. Information required in the Master Plan submittal includes, but is not limited to:

- Parcel information, including but not limited to existing topography, structures, watercourses, open space, drainage and utilities, and traffic;
- Location of all regulated areas (wetlands, flood zones); and
- Proposed land use information (Access Plan, Development Areas with general land use categories and proposed aggregate square footage, Phasing Plan, Open Space, and a Design Concept).

Once the Master Plan has been finalized and approved and a public hearing held, the Site Plan Approval process is undertaken. This phase included refining the Master Plan “Development Areas” and square footages to include building plans and architectural renderings.





# LEGEND

- UTC PROPERTY BOUNDARY
- OTHER PROPERTY BOUNDARY (MDC)
- ZONING BOUNDARY

## ZONING SUMMARY TABLE

ZONING DISTRICT	MINIMUM LOT SIZE
R-1 SINGLE FAMILY	30,000 SF
R-2 SINGLE FAMILY	15,000 SF
R-3 SINGLE FAMILY	8,000 SF
R-4 ONE, TWO, & THREE FAMILY	7,600 SF
R-5 MULTI-FAMILY	7,600 SF
R-6 MOBIL HOMES	10 ACRES
B-1-A BUSINESS	20,000 SF
B-1 BUSINESS	5,000 SF
B-2 BUSINESS	7,500 SF
B-3 BUSINESS	10,000 SF
B-4 BUSINESS	10,000 SF
B-5 BUSINESS	10,000 SF
CDR BUSINESS	40,000 SF
I-1 INDUSTRIAL	1 ACRE
I-2 INDUSTRIAL	20,000 SF
I-3 INDUSTRIAL	40,000 SF

## NOTE:

ZONING INFORMATION FROM "ZONING SUMMARY MAP", TOWN OF EAST HARTFORD, MAP PRINTED: 8/18/99, PLANIMETRICS. UPDATED TO INCLUDE DDD BY BEC, INC., 2005.

AERIAL PHOTO (SBC, 2002 AND COL-EAST, 2005)

**INFRASTRUCTURE IMPROVEMENT/  
RENTSCHLER FIELD DEVELOPMENT  
ENVIRONMENTAL IMPACT EVALUATION  
EAST HARTFORD, CT**

SCALE  
1" = 1000'  
DATE  
AUGUST 2006

**FIGURE 3.3.1-2  
ZONING**



The Design Development District standards include a minimum parcel size of 20 acres, a minimum vegetated buffer strip of 50 feet when adjacent to a Residential Zone, and maximum required open space as follows:

- 15% of land area for industrial uses, including manufacturing, warehouse and processing and assembly of materials,
- 20% of land area for retail uses, including shopping centers, retail sales and services, restaurants, hotels/motels, telecommunications services and other commercial retail uses,
- 30% of land area for office uses, including low rise and high rise office buildings and office parks,
- 50% of land area for single or multiple family residential uses, and
- That percentage which is the aggregate of the prorated percentages for the various categories of proposed uses within the parcel, not to exceed 30% of land area, for mixed-use projects.

The exact amount of required open space shall be determined by the Planning and Zoning Commission after a consideration of the desirability of preserving open space within the parcel, including, among other factors, any ecologically important natural features within the parcel, the types of uses proposed for the parcel, existing uses adjacent to the parcel (it being recognized that parcels abutting existing residential areas may require more land devoted to open space than parcels abutting commercial or industrial land), and any recommendations of the Inland Wetlands Agent or Economic Development Commission.

The *East Hartford Zoning Regulations* classify open space associated with the Design Development District as either “major open space” or “Urban Design open space”. “Urban Design open space” includes traffic islands, median strips, lawns and yards clearly associated with specific buildings, planted berms within parking lots and other improved areas of less than one-half (0.5) acre. All other open space shall be considered “major open space”. The *Zoning Regulations* do not specify a requirement for the percentage of “major open space” versus “Urban Design open space”.

The Matos Group submitted an application for zone change, requested the conversion of Rentschler Field from I-3 to DDD. The application was approved in July, 2005 following a public hearing.

Land at the Silver Lane/Roberts Street intersection area is zoned Industrial (I-3) and residential (R-3). Limited parcels at the northern end of the site, but south of Silver Lane are zoned Industrial-2 (I-2) and Business-1-A (B-1-A). Traveling along the stretch of Silver Lane between its intersections with Main Street and Forbes Street, zoning adjacent to the roadway includes Business (B-2 and B-1-A), Residential (R-4 for one, two and three family homes, R-3 and R-2 for single family homes), and Industrial (I-2, and I-3). The I-84 Roberts Street ramp areas are classified as B-1 and R-5, Business and Residential zones.

Additional I-2 zoning is located along the southern and southeastern portion of Rentschler Field, north of Brewer Street. The southern side of Brewer Street is primarily residential zones for single family homes (R-2 and R-3), one-, two- and three-family homes (R-4), and multi-family homes (R-5). Near the intersection of Brewer and Main Streets, there is a small area zoned B-1.

To the west of the Pratt & Whitney complex, there are areas of Business (B-1 and B-2) and One-, Two-, and Three-Family Residential (R-4) and Multi-Family Residential (R-5) along and to the west of Main Street. Main Street is primarily zoned B-2 along the stretch from Silver Lane south

toward Brewer Street, with the I-3 zoning on the east side within the Pratt & Whitney complex. Simmons Road is zoned residential (R-3 and R-5) south of I-84 and for business and industrial uses (B-1, I-2) north of I-84.

The *East Hartford Zoning Regulations* specify minimum lot sizes, setbacks for front, side and rear lots, lot coverage, and maximum building height. Maximum impervious area is also specified for the delineated zones. A summary of the zoning metrics for the zones in and around the proposed project area is presented in Table 3.3.1-1.

**Table 3.3.1-1. Zoning Districts Characteristics.**

Zoning District	Minimum Lot Size	Maximum Building Coverage	Minimum Frontage	Minimum Front Setback	Minimum Rear Setback	Minimum Side Setback	Maximum Height
R-2 Single Family	15,000 sf	25%	70'	40'	40'	25'/10'	35'
R-3 Single Family	8,000 sf	35%	50'	25'	25'	20'/8'	35'
R-4 One-, Two-, & Three-Family	7,600 sf	35%	50'	25'	25'	20'/8'	35'
R-5 Multi-Family	7,600 sf	35%	50'	25'	25'	20'/8'	35'
B-1-A Business	20,000 sf	25%	70'	40'	40'	25'/25'	50'
B-1 Business	5,000 sf	75%	50'	15'	25'	15'/5'	50'
B-2 Business	7,500 sf	75%	50'	15'	25'	15'/5'	100'
B-3 Business	10,000 sf	75%	100'	15'	25'	15'/5'	50'
I-2 Industrial	20,000 sf	75%	70'	25'	25'	25'/10'	50'
I-3 Industrial	40,000 sf	75%	0'	25'	25'	25'/10'	100'

Source: Town of East Hartford Zoning Regulations.

In addition to delineated land use districts/zones, Special Flood Hazard Zones (overlays) are also identified on the *Town of East Hartford Zoning Summary Map*. In the proposed project area, there is a Special Flood Hazard Zone along Willow Brook that corresponds to the FEMA 100-year floodplain. Additional Special Flood Zone Areas are located on Rentschler Field along the perimeter roadway in the forested wetland area and on the southern portion of the airfield along the Pewterpot Brook corridor.

According to the Town's Zoning Regulations, the purpose of the Flood Hazard Zone is "to protect life, property and the general welfare through appropriate restrictions on *development* in areas of natural hazard" (Town of East Hartford, 1999, as amended). The boundaries of the zone are derived from a report entitled *Flood Insurance Study: Town of East Hartford, Connecticut* (Federal Insurance Administration, 1979), with the accompanying *Flood Insurance Rate Maps* and *Flood Boundary/Floodway Maps* dated October 23, 1981, as amended.



The Town's zoning regulations distinguish between major and minor flood hazard development in these zones. Minor flood hazard development consists of the construction of decks attached to existing residential structures, residential accessory structures, and the rehabilitation of existing storm drainage, utilities, sidewalks, driveways, and roadways. All other construction is considered major flood hazard development. Both minor and major flood hazard development must demonstrate that there will be no adverse effect on levels of flooding or erosion from the proposed development. Minor Flood Hazard Development Permits may be issued by the East Hartford Planning and Zoning Commission. Major Flood Hazard Development Permits require a public hearing and potentially a variance from the zoning regulations by the East Hartford Zoning Board of Appeals.

In general, the standards for development in Special Flood Hazard Zones must not reduce the water-holding capacity of the floodplain and must not result in any increase in the base flood elevation. Work within the Bordering Land Subject to Flooding must not restrict flows, causing a resultant increase in flood stage or velocity. Any work in floodway as designated on the East Hartford Flood Boundary/Floodway Maps must also comply with the provisions of the floodway requirements in the Federal Regulations found at 44 CFR 601.12. Finally, the development standards contain requirements for anchoring to prevent flotation, the use of construction materials and methods that minimize flood damage, and the design of utilities to prevent infiltration of floodwaters and exfiltration of sanitary sewage.

#### **3.3.1.2      Transportation Impacts**

Transportation improvements proposed as part of this project will not result in any changes in zoning. Changes in land use may occur, as some intersections and road segments will require widening or other improvements that may require the use of land beyond the right-of-way. This land may currently be used for residential, commercial, institutional, or industrial purposes.

Widening or the addition of turning lanes or through lanes will be needed at the I-84 ramps, the Main Street/Willow Street intersection, and Silver Lane. Grade separation of the Roberts Street/Silver Lane intersection may also require land use changes through changes in roadway alignment. Complete property acquisitions as a result of the Route 2/Brewer/Main/High Streets transportation improvements are likely of two parcels currently zoned for business. A significant portion of each parcel, which contain a service station and a vacant lot, will be replaced with new roadway. The widening of Silver Lane will also potentially result in two complete property acquisitions, in which the front portions of two lots containing two-family homes will be converted to roadway.

#### **3.3.1.3      Site Development Impacts**

The development at Rentschler Field will result in the conversion of some of the vacant land within the airfield area to a mix of land uses as proposed in the Master Plan. These include residential, commercial, medical, office, institutional, recreational, and retail land uses. The location of the EHGEMS will consist of UTC property which will be sold to the Town of East Hartford. Portions of the existing abandoned airfield will remain as open space. Parking for Stadium events will be provided in grassed areas on the property and will also include use of the softball fields north of Silver Lane. The placement of the various land uses within the development will be planned in accordance with the existing uses of UTC/Pratt & Whitney (manufacturing), the Stadium (commercial/recreational), and the surrounding residential areas, minimizing potential land use conflicts to the maximum extent possible. The proposed development is consistent with the zoning of Rentschler Field as a Design Development District. The development will incorporate a 50-foot vegetated buffer strip along the property line on Brewer Street, Silver Lane, the northwest section and the southeast section, as well as 20% open

space overall, in accordance with the *East Hartford Zoning Regulations* for the Design Development District. The development is also consistent with the Town's Plan of Conservation & Development, Generalized Land Use Plan, in which Rentschler Field is shown as a "Mixed Use Development" area.

The Master Plan includes an Open Space and Recreational Plan which provides a layout and description of planned open space within the development. According to this Plan, at least 20% of the parcel in the aggregate will be developed and maintained as open space upon build-out of the Master Plan, and "Open space within the parcel may be relocated from time to time and shall be calculated on an aggregate basis irrespective of any internal borders comprising any particular subdistrict, node, subdivision or any other development area within the parcel; provided that the parcel shall contain at all times and during each phase of development not less than 20% open space". "Major open space" will consist of certain portions of the 50-foot buffer zone area and the existing and proposed lakes, wetlands, and other water features, as well as the undeveloped natural areas and all other areas of the parcel not covered by buildings, roadways or other impervious surfaces that exist following full build-out of the Master Plan. Certain other portions of the 50-foot buffer zone area, the proposed greenway and trail system, the drainage swales and channels, the ball fields and grassland parking areas, as well as all landscaped areas, planted berms, traffic islands, median strips and lawns associated with specific buildings or parking areas shall constitute "Urban Design open space". The exact location, acreage, and type of areas of open space in excess of 0.5 acres shall be depicted on site plans to be submitted to the Planning and Zoning Commission during the site development design process.

Development within Special Flood Hazard Zones will be avoided to the maximum extent practicable. Development of roadways, driveways, and infrastructure may be required within these areas; however, major structures will not be planned for development within Special Flood Hazard Zones. Any development within Special Flood Hazard Zones will be designed to prevent adverse effects on levels of flooding or erosion, and will require permitting from the East Hartford Planning and Zoning Commission. Any development within a FEMA Floodway will comply with state and federal regulations.

The proposed development of Rentschler Field will likely encourage commercial development along Silver Lane, Main Street, and Brewer Street near its intersection with Main Street in appropriately zoned areas. There are only a few, small vacant parcels along these corridors. The land uses along Brewer Street to the east of Main Street are primarily residential, with some agricultural areas and vacant parcels, which are zoned Residential. It is likely that any development of the remaining vacant land along Brewer Street will remain consistent with the surrounding residential land use and zoning.

#### **3.3.1.4 Cumulative Impacts**

Approximately 20,000 square feet of commercial land will be converted to roadway. In addition, at least 19,000 square feet (less than half of an acre) of residential land will be converted to roadway. About 16 acres of vacant land or open space, the majority of which is located on UTC property, will also be converted to roadway.

The development at Rentschler Field will result in the conversion of some of the vacant land within the airfield area to a mix of land uses as proposed in the Master Plan, including residential, commercial, medical, office, institutional, recreational, and retail land uses. The extent and location of these land uses is unknown at this time, thus may not be quantified.



The location of the EHGEMS will consist of UTC property which will be sold to the Town of East Hartford. A 15-acre parcel of existing open space will be converted to school grounds with the building, parking, and associated amenities.

Parking for Stadium events will be provided in grassed areas on the property and will also include use of the softball fields north of Silver Lane. Approximately 65-acres of non-contiguous parcels which currently are comprised of areas of paving, grassland and shrub lands will be converted to turf parking areas, essentially remaining as open space. The softball fields north of Silver Lane will remain as-is, but parking will be allowed within those areas during Stadium events as needed.

#### **3.3.1.5      Mitigation**

The proposed development is consistent with the zoning of Rentschler Field as a Design Development District. The development will comply with all standards and regulations pertaining to the Design Development District. The development is also consistent with the Town's Plan of Conservation & Development, Generalized Land Use Plan, in which Rentschler Field is shown as a "Mixed Use Development" area. Therefore, mitigation will not be required.

### **3.3.2 Property Impacts**

The potential impacts to privately owned properties as a result of the proposed transportation infrastructure improvements were evaluated and are summarized in Table 3.3.2-1. The table is organized by transportation improvement area and summarizes impacted property addresses, the Town of East Hartford Assessor's map and lot numbers, land use and zoning, parcel areas and areas of impact. The features of each property that may be directly impacted are also indicated. Significant property impacts associated with each transportation improvement area are discussed in the following section. All site development will occur within UTC property and other privately owned properties will not be directly affected by the site development.

The calculation of property impacts is approximate given the imprecision of available property mapping (MDC) and the conceptual nature of the roadway improvement plans. Further study, including property surveys and detailed design are needed to accurately determine impacts to property. The impact figures stated below are approximate.

#### **3.3.2.1 Transportation Impacts**

##### ***Roberts Street/Silver Lane Intersection***

Approximately 4,000 square feet of privately owned land at the southwestern corner of the parcel located to the north of Silver Lane and to the east of Roberts Street (430 Silver Lane) will be required to construct the Roberts Street grade-separation. This is approximately 5% of the total parcel area and will not impact any structures or driveways located on the parcel. There are several properties along Silver Lane, as shown in Table 3.3.2-1 and Figure 3.3.2-1, which will be nominally impacted by these improvements. The widening of Silver Lane may require several partial property acquisitions that will extend from just a few feet to up to approximately a dozen feet into the front yards of parcels. The major land impacts associated with the Roberts Street/Silver Lane grade separated interchange will occur on UTC property.

##### ***Route 2/Brewer/Main/High Streets***

A complete property acquisition of the Shell Service Station at 24 High Street will likely be required to accommodate the widening of Main Street in that area. Approximately half of the parcel will be directly impacted by new roadway construction. The vacant parcel at 317 Main Street, located directly south of the Shell Service Station, will also likely require a full property acquisition. About one-third of the property will be needed to construct the connection from Main Street to Route 2, rendering the property unsuitable for business use, for which it is zoned.

The building which houses a nail salon at 320 Main Street will likely either need to be moved or demolished to allow adequate width for the proposed East Hartford Boulevard South connection to Main Street. This construction will also likely result in a partial property acquisition at 326 Main Street, a single family house that is very close to the property line and may be directly impacted by construction.

Other properties, many of which contain businesses, will be impacted by partial property acquisitions that will result in losses of front lawn, walkways and/or parking spaces. Impacted properties and those potentially impacted are shown in Figure 3.3.2-5. A more detailed evaluation of property impacts will be addressed during the design phase of the project.



### ***I-84 Ramps***

The majority of impacts associated with the proposed changes to the I-84/Roberts Street ramps will occur on DOT property. The southwestern corner of the Margaritas Restaurant parcel will be impacted by the proposed relocation of Brookside Lane (approximately 2% of the total parcel area). This will require a reconfiguration of the parking lot and relocation of the western access driveway, with a potential loss of up to 10 parking spaces. Impacted properties are shown in Figure 3.3.2-4.

### ***Main Street/Willow Street Intersection***

Property impacts for these improvements will occur on UTC property, as shown on Figure 3.3.2-6. This will not impact the functionality of the property.

### ***Silver Lane***

Complete property acquisitions are possible for two (2) two-family homes located at 256-258 Silver Lane and 260-262 Silver Lane. The widening of Silver Lane at this location will cause the pavement and right-of-way to encroach on the buildings, which are only approximately 15 ft from the edge of the pavement. It may be possible to move the buildings further back into the lots, or it may be necessary to demolish the buildings. If the buildings are demolished, rebuilding on the lots could be an option, if done in conformance with Town Zoning regulations.

Other homes and businesses along Silver Lane will be impacted by the widening of Silver Lane. At a minimum, front lawns and walkways will be encroached upon and some businesses may lose the use of front parking spaces. The florist and barber shop at 281-283 Silver Lane and the restaurant and package store at 285-287 Silver Lane will likely lose the already limited parking areas in front of the buildings, limiting the functionality of these parcels for business use. Figures 3.3.2-1, 3.3.2-2 and 3.3.2-3 present properties that may be impacted.

### ***Access to EHGEMS***

The access to EHGEMS will be constructed almost entirely within Town-owned property. Minor widening of Forbes Street at/near the proposed access drive would occur entirely within the Town right-of-way. Minor grading may be required within one of the properties along Leonard Drive. Also, easement acquisition may be required within properties at the corner of Forbes Street and Godar Terrace for span poles or utility boxes associated with the proposed signal.

#### **3.3.2.2 Cumulative Impacts**

A total of four (4) complete property acquisitions are expected to accommodate the transportation infrastructure improvements. The total assessed value of these properties is \$559,320, according to the 2005 East Hartford Grand List. There will be approximately 41 partial property acquisitions, and approximately 32 nominal property acquisitions.

#### **3.3.2.3 Mitigation**

The Town of East Hartford and/or the developer would be responsible for acquiring the private properties and portions of properties that would be impacted by the transportation infrastructure improvements, as well as for relocating the affected residents and businesses. The acquisitions and relocations would be subject to the Uniform Relocation Assistance Act (CGS Chapter 135) which establishes a uniform policy for the fair and equitable treatment of persons displaced by the acquisition of real property by state and local land acquisition programs. The uniform policy applies to relocation payments, advisory assistance, and assurance of availability of standard housing.

Affected owners and renters of homes and businesses within the transportation infrastructure improvements areas will be given appropriate notice of the proposed project(s), compensated, and relocated to other suitable sites within the vicinity. Under the Uniform Relocation Assistance Act, the State or local agency responsible for the displacement must pay the displaced person for:

1. actual reasonable expenses in moving him or herself, family, business or personal property;
2. actual direct losses of personal property from the move or closure of a business, up to the cost of relocating the property; and
3. actual reasonable expenses in searching for a replacement business.

The State or local agency must also provide a relocation assistance advisory program consisting of services offered to:

1. determine the needs of displaced persons for relocation assistance;
2. provide current and continuing information on the availability, prices and rentals, of comparable sales and rental housing, and of comparable commercial properties and locations for displaced businesses;
3. assure that, within a reasonable period of time, prior to displacement there will be decent, safe and sanitary dwellings (as defined by the State) available in areas not generally less desirable in regard to public utilities and public and commercial facilities and at rents or prices within the financial means of the families and individuals;
4. assist a person displaced from his or her business in obtaining and becoming established in a suitable replacement location;
5. supply information concerning federal and state housing programs and programs offering assistance to displaced persons; and
6. provide other advisory assistance services to displaced persons in order to minimize hardship to such persons in adjusting to relocation.

It is expected that there are suitable properties available for relocation in the Town of East Hartford. More information about the Uniform Relocation Assistance Act may be found on the World Wide Web at <http://www.cga.ct.gov/2005/pub/Chap135.htm>.



Table 3.3.2-1. Potential Impacts to Privately Owned Properties in Project Area (Refer to Figures 3.3.2-1 through 3.3.2-6)

Property ID	Street Address	Map #	Lot #	Land Use	Zone	Approximate Parcel Area (acres)	Approximate Parcel Area (sf)	Approximate Area of Impact (sf)	Approximate Area Remaining (sf)	Approximate Width of Impact into property (ft)	Comments (Impacts to:)
5	430 Silver Lane	23	35	ONE FAMILY	R-3	1.92	83,635	4,000	79,635		
8	398 Silver Lane	23	29	ONE FAMILY	R-3	1.8	78,408	See footnote (2)	See footnote (2)	See footnote (2)	
9	382 Silver Lane	23	28	TWO FAMILY	R-3	0.44	19,166	See footnote (2)	See footnote (2)	See footnote (2)	
10	374 Silver Lane	23	27	ONE FAMILY	R-3	0.39	16,988	See footnote (2)	See footnote (2)	See footnote (2)	
11	364 Silver Lane	23	25	Unidentified	R-3	1.6	69,696	See footnote (2)	See footnote (2)	See footnote (2)	
12	454 Silver Lane	23	54	ONE FAMILY	R-3	0.22	9,583	See footnote (2)	See footnote (2)	See footnote (2)	
13	460 Silver Lane	23	55	ONE FAMILY	R-3	0.33	14,375	See footnote (2)	See footnote (2)	See footnote (2)	
14	470 Silver Lane	23	56	ONE FAMILY	R-3	0.35	15,246	See footnote (2)	See footnote (2)	See footnote (2)	
15	480 Silver Lane	34	10	TWO FAMILY	R-3	0.4	17,424	See footnote (2)	See footnote (2)	See footnote (2)	
16	490 Silver Lane	34	9	ONE FAMILY	R-3	0.38	16,553	650	15,903	10	
17	494 Silver Lane	34	11	ONE FAMILY	R-3	0.23	10,019	600	9,419	10	Driveway
18	504/502 Silver Lane	34	12	TWO FAMILY	R-3	0.37	16,117	1,000	15,117	9	Concrete walk, timber retaining wall (12" H)
19	510 Silver Lane	34	13	ONE FAMILY	R-3	0.17	7,405	See footnote (2)	See footnote (2)	See footnote (2)	
20	514 Silver Lane	34	15	ONE FAMILY	R-3	0.17	7,405	See footnote (2)	See footnote (2)	See footnote (2)	
21	520 Silver Lane	34	16	ONE FAMILY	R-3	0.33	14,375	See footnote (2)	See footnote (2)	See footnote (2)	
22	526 Silver Lane	34	17	ONE FAMILY	R-3	0.21	9,148	See footnote (2)	See footnote (2)	See footnote (2)	
23	530 Silver Lane	34	18	ONE FAMILY	R-3	0.21	9,148	See footnote (2)	See footnote (2)	See footnote (2)	
24	Unidentified	34	130	Unidentified	R-3	Unidentified	Unidentified	See footnote (2)	See footnote (2)	See footnote (2)	
25	356 Silver Lane	23	24	ONE FAMILY	R-3	2.23	97,139	360	96,779	7	
26	346 Silver Lane	23	23	ONE FAMILY	B-2	0.39	16,988	840	16,148	7	

**Notes:**

Property characteristics based on Town of East Hartford Grand List, 2005

\*Total property acquisition likely

<sup>1</sup>Deeded to State of Connecticut<sup>2</sup>Impact areas not calculated. Impacts will be nominal, involving sliver takings at a maximum.

Table 3.3.2-1. Potential Impacts to Privately Owned Properties in Project Area (Refer to Figures 3.3.2-1 through 3.3.2-6)

Property ID	Street Address	Map #	Lot #	Land Use	Zone	Approximate Parcel Area (acres)	Approximate Parcel Area (sf)	Approximate Area of Impact (sf)	Approximate Area Remaining (sf)	Approximate Width of Impact into property (ft)	Comments (Impacts to:)
27	334 Silver Lane	23	22	CLINIC	B-2	0.53	23,087	1,099	21,988	7	
28	445 Silver Lane	23	76	ONE FAMILY	I-3	0.17	7,405	584	6,821	12	
29	453-455 Silver Lane	23	75	LAND	I-3	0.35	15,246	365	14,881	4	Land for sale (cleared; 1/2 acre)
42, 43, 44, 45,	377, 391, 427 Silver Lane	23, [34],	81, 80,	LAWN (OPEN SPACE)	DDD	920	40,075,200	677,870	39,397,330	varies	Pratt & Whitney entrance sign
6	24 High Street	20	19	TYPICAL SGL. TENANT	B-2	0.31	13,504	6,800	6,704		Shell Service Station*
7	317 Main Street	20	20	VACANT	B-2	0.63	27,443	8,000	19,443		Vacant; former department store*
38	47 High Street	20	12	Unidentified	R-4	2.81	122,404	See footnote (2)	See footnote (2)	See footnote (2)	
39	339 Main Street	21	1	SERVICE SHOP	B-2	0.82	35,719	455	35,264	3	East Hartford Tire - sign, 2 parallel spaces
40	345 Main Street	21	2	SERVICE SHOP	B-2	0.51	22,216	405	21,811	5	Transmission Center - lawn, 2± parking spaces
41	347 Main Street	21	3	VACANT	B-2	0.37	16,117	315	15,802	5	used for parking
48	Condominiums - High St.	20	13	CONDOMINIUM	R-5	N/A <sup>2</sup>	N/A <sup>2</sup>	See footnote (2)	See footnote (2)	See footnote (2)	
49	314 Main Street	20	34	PLAIN DRIVE-IN	B-2	0.7	30,492	750	29,742		no parking lost
50	320 Main Street	20	33	SPECIALTY DRIVE-IN	B-2	0.21	9,148	2,350	6,798	15	Nail salon building
52	326 Main Street	20	31	SINGLE FAMILY	B-2	0.21	9,148	2,900	6,248		Partial take; House close to property line
102	349 Main Street	21	4	TYPICAL SGL. TENANT	B-2	0.29	12,632	215	12,417	4	Aircraft Book & News, lawn, walkway, sign, 1 handicapped parking space
103	351 Main Street	21	5	RES. W/BUSINESS USE	B-2	0.28	12,197	150	12,047	3	Bookends2 - lawn, walkway
1	400 Roberts Street	35	1	DRAINAGE/WETLAND	B-1	1.41	61,420	2,076	59,344		
2	350 Roberts Street	35	48	TYPICAL W/LOUNGE (MARGARITAS)	B-1	2.37	103,237	2,300	100,937		Western access driveway, up to 10 parking spaces
4	363 Roberts Street	35	34/35	Unidentified	B-1	4.9	213,444	See footnote (2)	See footnote (2)	See footnote (2)	
101	Unidentified	10	?	PARKING	DDD	920	40,075,200	3,100	40,072,100		UTC parking lot

**Notes:**

Property characteristics based on Town of East Hartford Grand List, 2005

\*Total property acquisition likely

<sup>1</sup>Deeded to State of Connecticut<sup>2</sup>Impact areas not calculated. Impacts will be nominal, involving sliver takings at a maximum.

Table 3.3.2-1. Potential Impacts to Privately Owned Properties in Project Area (Refer to Figures 3.3.2-1 through 3.3.2-6)

Property ID	Street Address	Map #	Lot #	Land Use	Zone	Approximate Parcel Area (acres)	Approximate Parcel Area (sf)	Approximate Area of Impact (sf)	Approximate Area Remaining (sf)	Approximate Width of Impact into property (ft)	Comments (Impacts to:)
54	15 Mercer Avenue	23	174	SCHOOL	R-4	4	174,240	See footnote (2)	See footnote (2)	See footnote (2)	
55	213 Silver Lane	23	179	ONE FAMILY	R-4	0.41	17,860	775	17,085	10	lawn, close to porch
56	219 Silver Lane	23	178	ONE FAMILY	R-4	0.35	15,246	1,105	14,141	12	Insurance Agency; 3' diameter beech, lawn
57	227 Silver Lane	23	177	ONE FAMILY	B-2	0.35	15,246	1,165	14,081	13	very close to porch
58	241 Silver Lane	23	168	W/2 OR MORE TENANTS	B-2	0.38	16,553	940	15,613	9	Dairy Market/Humacao Restaurant; 2± spaces
59	249 Silver Lane S/L #39	23	190	ONE FAMILY	B-2	0.74	32,234	1,475	30,759	10	lawn, sign
60	257 Silver Lane S/L #40	23	167	Unidentified	B-2	1.01	43,996	See footnote (2)	See footnote (2)	See footnote (2)	
61	273-275 Silver Lane	23	166	TWO FAMILY	B-2	0.17	7,405	200	7,205	2	lawn, walkway
62	277-279 Silver Lane	23	165	TWO FAMILY	B-2	0.17	7,405	110	7,295	3	lawn, walkway
63	281-283 Silver Lane	23	164	RES. W/BUSINESS USE	B-2	0.17	7,405	100	7,305	2	Florist & barber shop; 4 spaces (all constrained)
64	285-287 Silver Lane	23	163	STORE(S) W/APT(S)	B-2	0.16	6,970	70	6,900	1	Restaurant (Carl's BBQ), Package Store, 4 spaces already constrained
65	295 Silver Lane	23	131	TYPICAL SGL. TENANT	B-2	0.4	17,424	See footnote (2)	See footnote (2)	See footnote (2)	
66	305-307 Silver Lane	23	129	FOUR FAMILY	B-2	0.4	17,424	See footnote (2)	See footnote (2)	See footnote (2)	
67	315 Silver Lane	23	128	TYPICAL SGL. TENANT	B-2	0.42	18,295	See footnote (2)	See footnote (2)	See footnote (2)	
68	319 Silver Lane	23	127	ONE FAMILY	B-2	0.32	13,939	See footnote (2)	See footnote (2)	See footnote (2)	
69	323 Silver Lane	23	126	ONE FAMILY	R-3	0.25	10,890	See footnote (2)	See footnote (2)	See footnote (2)	
70	327 Silver Lane	23	125	ONE FAMILY	R-3	0.22	9,583	See footnote (2)	See footnote (2)	See footnote (2)	
71	351 Silver Lane	23	83	THREE FAMILY	R-3	1.03	44,867	See footnote (2)	See footnote (2)	See footnote (2)	
72	248-250 Silver Lane	23	11	TWO FAMILY	B-2	0.19	8,276	350	7,926	6	porch, 40" diameter Silver Maple
73	252-254 Silver Lane	23	12	TWO FAMILY	B-2	0.17	7,405	285	7,120	6	porch

**Notes:**

Property characteristics based on Town of East Hartford Grand List, 2005

\*Total property acquisition likely

<sup>1</sup>Deeded to State of Connecticut<sup>2</sup>Impact areas not calculated. Impacts will be nominal, involving silver takings at a maximum.



Table 3.3.2-1. Potential Impacts to Privately Owned Properties in Project Area (Refer to Figures 3.3.2-1 through 3.3.2-6)

Property ID	Street Address	Map #	Lot #	Land Use	Zone	Approximate Parcel Area (acres)	Approximate Parcel Area (sf)	Approximate Area of Impact (sf)	Approximate Area Remaining (sf)	Approximate Width of Impact into property (ft)	Comments (Impacts to:)
74	256-258 Silver Lane	23	13	TWO FAMILY	B-2	0.17	7,405	324	7,081	6	porch*
75	260-262 Silver Lane	23	14	TWO FAMILY	B-2	0.17	7,405	310	7,095	6	porch*
76	268 Silver Lane	23	15	SPECIALTY DRIVE-IN	B-2	0.87	37,897	1,640	36,257	7	Taco Bell - lawn, 5- 3" diameter trees, 4± parking spaces
77	288 Silver Lane	23	18	RESTAURANT (VACANT)	B-2	0.77	33,323	1,525	31,798	7	Pizza Hut - lawn, 4± parking spaces
78	306 Silver Lane	23	19	SERVICE SHOP	B-2	0.44	19,166	1,070	18,096	7	Tire City - landscaping strip, 7 parking spaces
79	310 Silver Lane	23	20	TYPICAL SGL. TENANT	B-2	0.78	33,977	580	33,397	6	Queen Pizza - sign
80	320 Silver Lane	23	21	VACANT	B-2	1.06	46,174	1,000	45,174	7	
81	334 Silver Lane	23	22	CLINIC	B-2	0.53	23,087	1,060	22,027	9	sign, 4± parking spaces
90	544 Silver Lane	34	21	ONE FAMILY	R-3	0.21	9,148	See footnote (2)	See footnote (2)	See footnote (2)	
89, 91, 92	Unidentified	34	20, 44, 22	RECREATION	R-3	16	696,960	See footnote (2)	See footnote (2)	See footnote (2)	
93	580 Silver Lane	34	23	ONE FAMILY	R-3	0.2	8,712	See footnote (2)	See footnote (2)	See footnote (2)	
94	584 Silver Lane	34	24	ONE FAMILY	R-3	0.19	8,276	See footnote (2)	See footnote (2)	See footnote (2)	
95	588 Silver Lane	34	25		R-3	0.21	9,148	See footnote (2)	See footnote (2)	See footnote (2)	
96	596 Silver Lane	34	26	ONE FAMILY	R-3	0.19	8,276	See footnote (2)	See footnote (2)	See footnote (2)	
97	600 Silver Lane	34	27	ONE FAMILY	R-3	0.24	10,454	360	10,094	5	front walk
98	604 Silver Lane	34	28	ONE FAMILY	R-3	0.19	8,276	340	7,936	7	front walk (concrete)
99	7 Simmons Road	34	29	ONE FAMILY	R-3	0.22	9,583	390	9,193	7	Relocate signal box, cross-walk button, 1 - 4" Maple, new house constructed in 2006, bus stop

Notes:

Property characteristics based on Town of East Hartford Grand List, 2005

\*Total property acquisition likely

<sup>1</sup>Deeded to State of Connecticut<sup>2</sup>Impact areas not calculated. Impacts will be nominal, involving sliver takings at a maximum.

MATCH MARK FIGURE 3.3.2-3



MATCH MARK FIGURE 3.3.2-2

**LEGEND**

UTC PROPERTY BOUNDARY

OTHER PROPERTY BOUNDARY (MDC)

WETLANDS - FEDERAL (1998)

WETLANDS - STATE ONLY (TOWN APPROVED, 1998)

WETLANDS - ESTIMATED BY BEC, 2005

100-YEAR FLOODPLAIN (CTGIS), (F & O, 2001, 2006)

FLOODWAY BOUNDARY (CTGIS), (F & O, 2001, 2006)

EXISTING WATER RESOURCES SOURCE: CT GIS

35

PROPERTY I.D. (SEE TABLE 3.3.2-1)

HIGH CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)

MODERATE CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)

HISTORICAL PROPERTY

SCALE  
200 0 200

PROPERTY LINE INFORMATION BASED ON MDC MAPPING

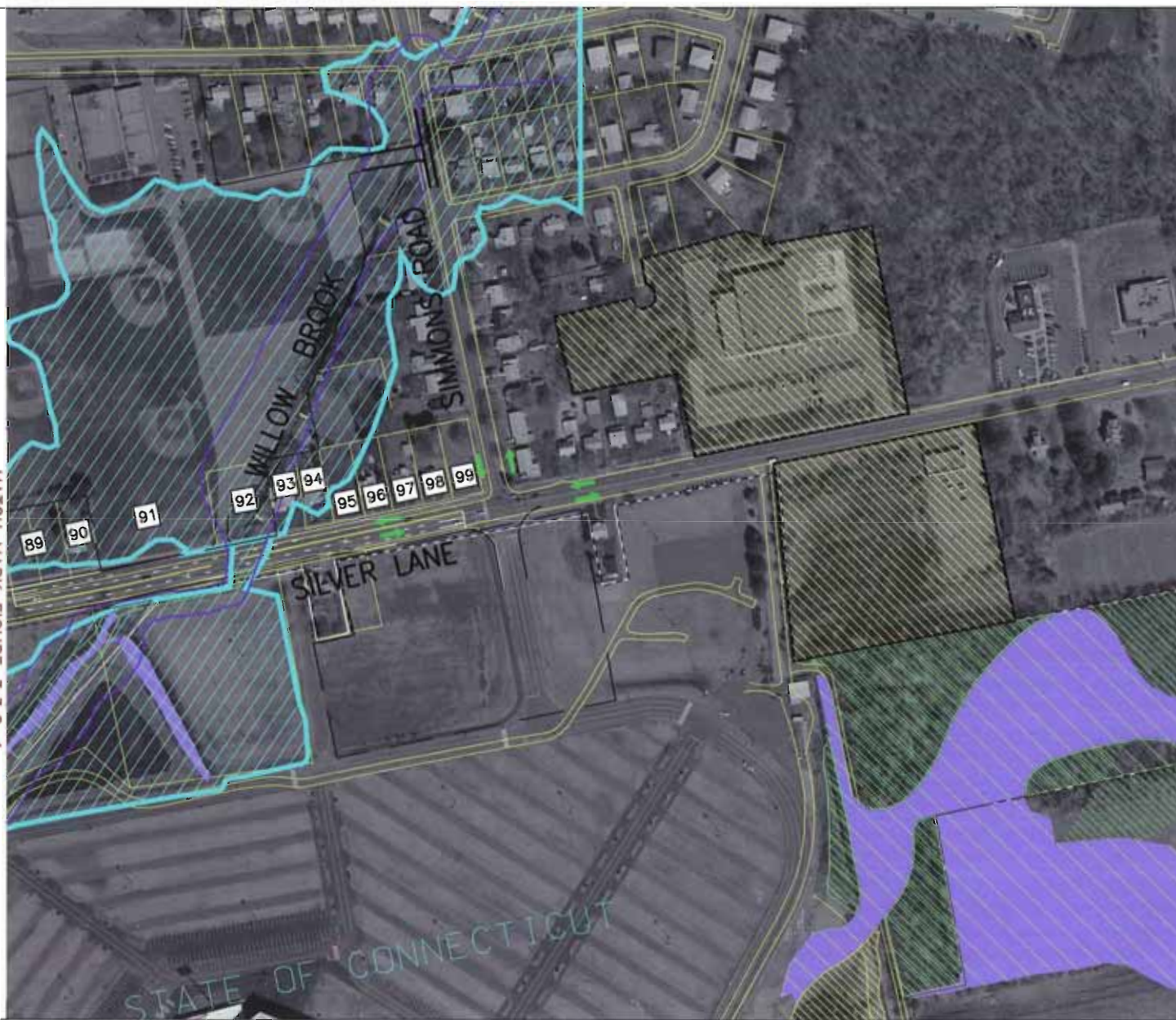
**INFRASTRUCTURE IMPROVEMENT/  
RENTSCHLER FIELD DEVELOPMENT  
ENVIRONMENTAL IMPACT EVALUATION  
EAST HARTFORD, CT**

SCALE  
1" = 200'

DATE  
AUGUST 2006

**FIGURE 3.3.2-1  
POTENTIAL PROPERTY IMPACTS AT  
ROBERTS ST./SILVER LN./E.H. BLVD.**





# LEGEND



- UTC PROPERTY BOUNDARY
- OTHER PROPERTY BOUNDARY (MDC)
- WETLANDS — FEDERAL (1998)
- WETLANDS — STATE ONLY (TOWN APPROVED, 1998)
- WETLANDS — ESTIMATED BY BEC, 2005
- 100-YEAR FLOODPLAIN (CTGIS), (F&O, 2001, 2006 SOUTH OF SILVER LN.) (FEMA, 1979 — N. OF SILVER LN.)
- FLOODWAY BOUNDARY (CTGIS), (F&O, 2001, 2006 SOUTH OF SILVER LN.) (FEMA, 1979 — N. OF SILVER LN.)
- EXISTING WATER RESOURCES SOURCE: CT GIS

95 PROPERTY I.D. (SEE TABLE 3.3.2-1)

- HIGH CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- MODERATE CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
- HISTORICAL PROPERTY

SCALE  
200 0 200  
PROPERTY LINE INFORMATION BASED ON MDC MAPPING

**INFRASTRUCTURE IMPROVEMENT/  
RENTSCHLER FIELD DEVELOPMENT  
ENVIRONMENTAL IMPACT EVALUATION  
EAST HARTFORD, CT**

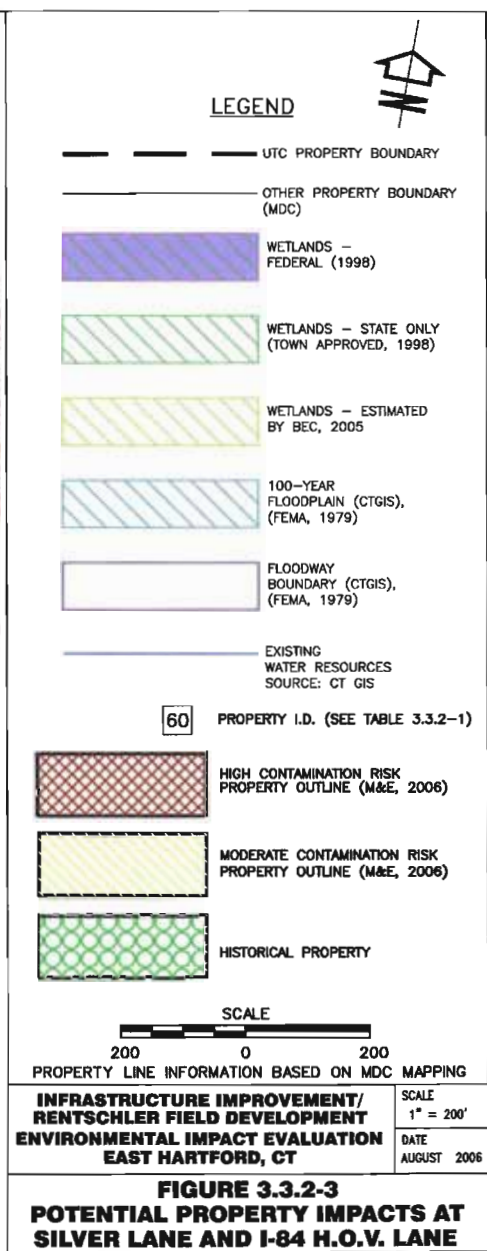
SCALE  
1" = 200'  
DATE  
AUGUST 2006

**FIGURE 3.3.2-2  
POTENTIAL PROPERTY IMPACTS AT  
SILVER LANE AND SIMMONS ROAD**

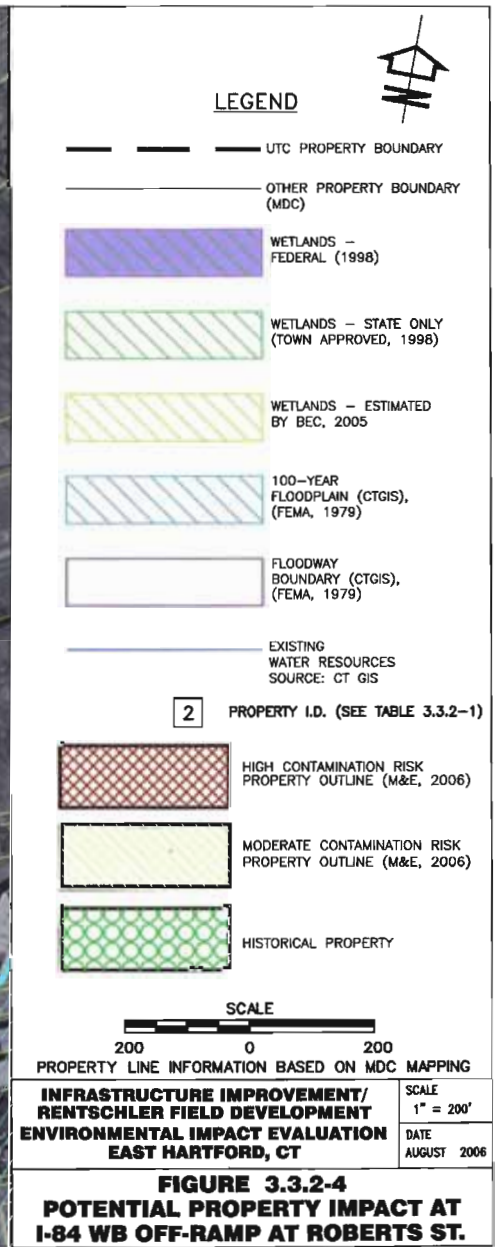




MATCH MARK FIGURE 3.3.2-1











- LEGEND**
- UTC PROPERTY BOUNDARY
  - OTHER PROPERTY BOUNDARY (MDC)
  - WETLANDS — FEDERAL (1998)
  - WETLANDS — STATE ONLY (TOWN APPROVED, 1998)
  - WETLANDS — ESTIMATED BY BEC, 2005
  - 100-YEAR FLOODPLAIN (CTGIS), (FEMA, 1979)
  - FLOODWAY BOUNDARY (CTGIS), (FEMA, 1979)
  - EXISTING WATER RESOURCES SOURCE: CT GIS
  - 6 PROPERTY I.D. (SEE TABLE 3.3.2-1)
  - HIGH CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
  - MODERATE CONTAMINATION RISK PROPERTY OUTLINE (M&E, 2006)
  - HISTORICAL PROPERTY

**SCALE**

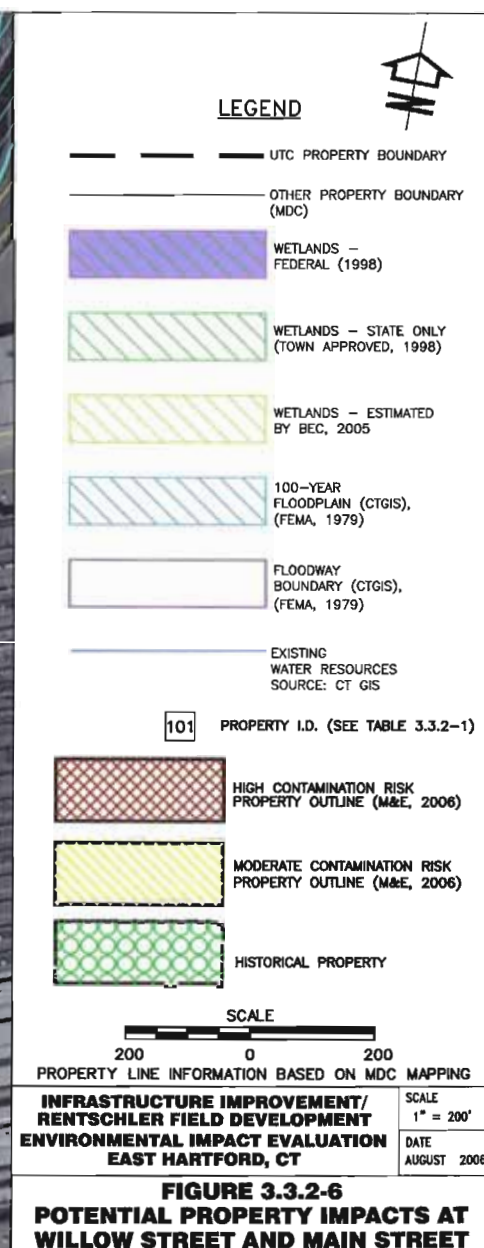
200 0 200

PROPERTY LINE INFORMATION BASED ON MDC MAPPING

<b>INFRASTRUCTURE IMPROVEMENT/ RENTSCHLER FIELD DEVELOPMENT ENVIRONMENTAL IMPACT EVALUATION EAST HARTFORD, CT</b>	SCALE 1" = 200'
	DATE AUGUST 2006

**FIGURE 3.3.2-5  
POTENTIAL PROPERTY IMPACTS AT HIGH ST,  
MAIN ST, BREWER ST, AND E.H. BLVD. S.**







### **3.3.3 Long Range State and Local Planning**

#### **3.3.3.1 State Plan of Conservation and Development**

##### ***Description of the Plan***

*The Recommended Conservation and Development Policies Plan for Connecticut 2004-2009* (OPM, 2004) (herein referred to as the State C & D Plan) and accompanying *Connecticut Conservation and Development Policies Plan 2004-2009 Locational Guide Map* were reviewed in the context of this project. These two components guide the State's decision making processes for growth, resource management and public investment. As stated in the C & D Plan, all state agencies are required to be consistent with the Plan when undertaking the following:

- Acquisition of real property if costs exceed \$100,000,
- Development or improvement of real property if development costs exceed \$100,000,
- Acquisition of public transportation facilities or equipment if costs exceed \$100,000, and
- Authorization of any state grant in excess of \$100,000 for acquisition, development, or improvement of real property or acquisition of public transportation facilities or equipment.

The Locational Guide Map classifies all land in the State into one of eight categories, four development categories and four conservation categories. These areas are defined in order to conserve existing urban areas, promote appropriate development, and preserve environmentally significant areas. In order of their development priority, the four development area classifications are: 1.) Regional Centers, 2.) Neighborhood Conservation Areas, 3.) Growth Areas, and 4.) Rural Community Centers. The four Conservation Areas, in order of their priority are: 1.) Existing Preserved Open Space, 2.) Preservation Areas, 3.) Conservation Areas, and 4.) Rural Lands. There are also overlaying classifications for Aquifer Protection Areas and Historic Areas. All floodways are shown as Preservation Areas, while 100-year floodplain areas are shown as Conservation Areas.

The majority of the Town of East Hartford is mapped as a Regional Center or Neighborhood Conservation Area which are listed as Development Priorities 1 and 2, with limited areas related to water resources mapped as Conservation or Preservation Areas. These areas appear to be primarily related to floodways and floodplains or wetland resources. The Rentschler Field area is mapped primarily as a Regional Center, with limited areas along the borders of the project area mapped as Neighborhood Conservation Areas, Conservation Areas, and Preservation Areas. As stated above, the areas which are listed as Conservation Priorities appear to be related to floodplains and wetland resources.

The State C & D Plan sets forth six main Growth Management Principles. These principles are in turn divided into more specific areas and policies. The six main growth principles are as follows (OPM, 2004):

1. Redevelop and revitalize Regional Centers and areas with existing infrastructure or currently planned physical infrastructure;
2. Expand housing opportunities and design choices to accommodate a variety of household types and needs;
3. Concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options;

4. Conserve and restore the natural environmental, cultural and historical resources, and traditional rural lands;
5. Protect and ensure the integrity of environmental assets critical to public health and safety; and
6. Promote integrated planning across all levels of government to address issues on a statewide, regional and local basis.

The first principle, redevelopment and revitalization of Regional Centers, encourages well planned concentrated development which fits the community. The principle discusses the nature of the development, infrastructure, revitalization and reuse, and economic development. Creation of quality urban environments which are pedestrian and transit friendly, with aesthetics factored into the development, development in areas where infrastructure exists and in proximity to regional routes, brownfields redevelopment, cluster development for industries, and reuse of vacant or underutilized parcels are all discussed.

The second principle, accommodation of a variety of household types and needs, focuses on the promotion of housing choice among all income levels using current infrastructure and preserving the existing housing stock and associated neighborhoods.

The third principle focuses on concentrating development along major transportation corridors and around major nodes to support multiple transportation options. The economic aspects, promotion of land uses that support transit, transportation system management, and environmental responsibility are all discussed.

The fourth and fifth principles deal with environmental protection. The fourth principle deals with conservation and restoration of the natural environmental, cultural and historical resources, and traditional rural lands. The mapped land types considered to be Conservation Priorities are summarized and policies for each are discussed. The fifth principle focuses on the protection of environmental assets with a focus on public health and safety. Drinking water supply protection, water quality, air quality, and waste management are specifically discussed.

The final principle supports integrated planning across all levels of government within the State (state, regional, and local). Such efforts will provide for greater consistency and effectiveness of policies and regulations.

Overall, the State C & D Plan indicates the need for a balance between development and preservation and a focus on preserving those resources which are most important on a local, regional, and statewide basis. The public welfare, health and safety will be served by effective land use controls, restrictions to preserve the environment, and policies to better focus development in areas with sufficient infrastructure to support it.

### ***Consistency with the Plan***

The Rentschler Field area is mapped primarily as a Regional Center, with limited areas along the borders of the project area mapped as Neighborhood Conservation Areas, Conservation Areas, and Preservation Areas. As stated above, the areas which are listed as Conservation Priorities appear to be related to floodplains and wetland resources. Regional Centers encompass land areas containing traditional core area commercial, industrial, transportation, specialized institutional services, and facilities of intertown significance, and meet specific population and housing criteria as defined in the State C & D Plan. Based on these classifications, the location of the project would appear to be generally consistent with the State C & D Plan, so long as the limited areas mapped as Conservation Priorities are respected during the development process.

As mentioned previously, the State C & D Plan sets forth six main Growth Management Principles. Consistency of the proposed development with these principles is discussed as follows:

1. Redevelop and revitalize Regional Centers and areas with existing infrastructure or currently planned physical infrastructure.

The development at Rentschler Field will consist of a mix of land uses as proposed in the Master Plan, including residential, commercial, medical, office, and retail land uses. These uses are consistent with those describing Regional Centers. Rentschler Field is currently a large, contiguous vacant parcel surrounded by existing infrastructure including roadways, public water, public sewer, and electric, natural gas, and telecommunications utilities that are available to service any development on the parcel. The need for upgrades to any of the existing infrastructure is currently being evaluated and required upgrades, including transportation improvements, will be implemented prior to or concurrently with development. Therefore, this development will revitalize a Regional Center that has existing or currently planned infrastructure, consistent with Growth Management Principle #1.

2. Expand housing opportunities and design choices to accommodate a variety of household types and needs.

The Master Plan for the proposed development at Rentschler Field includes approximately 190,000 square feet of residential development, which will consist of condominium style housing. As discussed in Section 3.3.6, the majority of the Town's housing units are single-family residences and multi-family units, with the remaining housing being mostly two-family and three/four-family homes. The majority of the housing units (over 60%) were constructed during the period from 1940-1969. The proposed housing will provide alternate choices to the existing housing in the area, thus the development supports Growth Management Principle #2.

3. Concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options.

The project area is adjacent to a major transportation node consisting of the interchanges of I – 84, I – 91 and Route 2, as shown in Figure 1.1-1, Locus Map. In addition, I – 384 and Route 44 are within the vicinity of the project area. The proposed transportation infrastructure improvements are planned to manage growth in traffic associated with the proposed development and will allow adequate access to the development. Development at this location is thus consistent with Growth Management Principle #3.

4. Conserve and restore the natural environmental, cultural and historical resources, and traditional rural lands.

This document presents an assessment of the existing natural environmental, cultural, and historical resources located within and around the project area, along with expected impacts of the proposed development on these resources. As described throughout this document, any adverse impacts to these types of resources will be avoided to the maximum extent possible and/or mitigated as needed. While some mitigation will be performed off-site, the overall resources will be conserved, including a 130±-acre conservation easement. Thus, the development is consistent with Growth Management Principle #4.

5. Protect and ensure the integrity of environmental assets critical to public health and safety.

The development is not expected to create adverse impacts to environmental assets critical to public health and safety. A stormwater management program which meets DEP guidelines will ensure that stormwater impacts on water quality will be minimal. Rentschler Field is not within an area of drinking water supply, thus development will not have an impact on drinking water. Waste from the proposed development will be managed in accordance with state regulations and is not expected to increase significantly over current regional waste generation. The project will not result in violations of the NAAQS, thus no significant localized air quality impacts are expected.

6. Promote integrated planning across all levels of government to address issues on a Statewide, Regional and Local Basis.

The planning of this development has included input on a statewide, regional and local basis. The following agencies have been consulted and coordinated with during this EIE/EA process: DECD, DOT, OPM, DEP, ACOE, EPA, NFWS, FHWA, and the Town of East Hartford.

**3.3.3.2 Capitol Region Plan of Conservation and Development**

***Description of the Plan***

The CRCOG, the regional planning agency for the Hartford area, adopted its regional conservation and development plan entitled *Achieving the Balance: A Plan of Conservation and Development for the Capitol Region* on May 28, 2003. This plan is meant to serve as a guide for conservation and development to the Capitol Region towns (29 communities total). Six major themes are presented in this document, as quoted below:

1. Focus new regional development in areas in which existing and planned infrastructure can support the development.
2. Support efforts to strengthen and revitalize Hartford, The Capitol Region's central city, and also support the revitalization of older, urbanized areas throughout the region.
3. Develop in a manner that respects and preserves community character and key natural resources.
4. Implement open space and natural resource protection plans that acknowledge and support the multi-town nature of our natural systems.
5. Support the creations of new employment and housing opportunities, and transportation choices, to meet the diverse needs of our region's citizens.
6. Encourage regional cooperation in the protection of natural resources, the revitalization of urban areas, and economic development.

General goals and policy recommendations are set forth in this document for a variety of issue areas. Both conservation and development goals are specified. Conservation goals relate to natural resource conservation, watersheds and water quality, open space and farmland preservation, and the food system. Development goals relate to land use and zoning, public water and sewer service, transportation, housing, and economic development.

CRCOG has also developed a package of tools for towns in the region to aid them in policy development and planning to create "livable communities". Issue areas within this package are categorized as: agricultural land preservation, transfer of development rights, village development, transit oriented development, traditional neighborhood design, main street revitalization, shared parking, and streamlined zoning.



Some of the goals outlined in the document set forth recommendations specific to East Hartford under both Conservation Goals and Development Goals. These include the recommendation to “support maintenance and expansion of Riverfront Recapture’s riverfront park system, including connections from Hartford/East Hartford to neighboring communities” under the goal to expand and protect open space along major rivers for open space and farmland preservation, and the recommendation to “support property tax relief to municipalities and other strategies that will encourage home ownership in communities with home ownership rates lower than the regional average (East Hartford, Hartford, Manchester and Vernon)” under the goal to increase the range of choice in housing for people of all incomes and all ages, but especially for those who have the least choice in achieving their locational preference.

### ***Consistency with the Plan***

The Capitol Region C & D Plan presents six themes that serve as a guide for conservation and development in the Capitol Region. The proposed development of Rentschler Field is generally consistent with these themes, which are listed above.

Rentschler Field is surrounded by existing infrastructure, thus it is an appropriate area for development in accordance with theme #1. Consistent with theme #2, this development will include major businesses and attractions, which will support current revitalization efforts in Hartford and other urbanized areas within the region. The Master Plan includes elements to protect natural resources, maintain open space, and complement community character. New employment and housing opportunities and economic growth will be realized from this development.

The proposed transportation improvements at the Roberts Street/Silver Lane intersection, the Route 2/Brewer/Main/High Streets area, the I-84 ramps, the Main Street/Willow Street intersection, Silver Lane/Forbes Street intersection, Main Street/Silver Lane intersection, Simmons Road, and the EHGEMS road are planned to support the development of Rentschler Field; thus overall they are consistent with the goals of the Capitol Region C & D Plan.

The proposed development is generally consistent with some of the goals of the Capitol Region C & D Plan that are specific to East Hartford. One goal is to support maintenance and expansion of the Riverfront Recapture’s riverfront park system. The development will include an extension of the Charter Oak Greenway, a walking/bike path which is planned for eventual connection to the East Hartford riverfront park system.

### **3.3.3.3 The East Hartford Plan of Conservation and Development**

#### ***Description of the Plan***

The *East Hartford Plan of Conservation and Development* (Harrall-Michalowski Associates, 2003) was reviewed in the context of the Proposed Action and its anticipated indirect impacts. The East Hartford Plan of Conservation and Development provides background information and presents data and analysis of changes occurring in the Town over time. The plan also sets forth goals and recommendations for future actions. Compatibility with such items has been reviewed and is summarized herein.

This plan specifically cites the availability of Rentschler Field for redevelopment as a unique potential for a mature community which otherwise lacks significant land for new development. The Plan indicates that “the site’s direct access to the regional highway system and its size make its development of regional significance” and that the Town should work with a developer “to

ensure that Town values and objectives are respected and that new development complements the assets and resources of the Town”.

The Plan indicates that drainage problems (capacity and floodway encroachment issues) exist on Pewterpot Brook in the vicinity of Forbes Street and Rentschler Field. The Plan states a goal to promote conservation and preservation of natural resources in conjunction with future development and lists objectives that include watercourse/watershed protection, floodplain protection measures, stormwater drainage control, and potential reduction of impervious surfaces.

Open space protection is also introduced as a priority in the Plan. The document states that the potential exists to include Rentschler Field development in an open space protection plan through the following:

- Extension of the Charter Oak Greenway through Rentschler Field to connect to the existing Riverwalk,
- Incorporation of pedestrian and bikeway paths with any proposed development,
- Preservation of existing wetland areas and sections of Pewterpot Brook to maintain natural drainage patterns, and
- Maintaining portions of the property for active recreation to meet anticipated demand.

These ideas are repeated in the goals and objectives section of the Plan.

With respect to community facilities, the Town Plan indicates as one of its objectives the need to develop and improve means of alternative transportation, such as mass transit, bikeways, pedestrian trails and water transportation, as well as the importance of maintaining infrastructure, particularly water and sewer system capacity. Community facilities objectives also include aesthetic qualities, such as design guidelines, streetscapes, lighting, historic preservation, and open space preservation. Other community elements, such as housing are also summarized and goals set in the Plan. Rentschler Field is identified as a location that is well-suited to multi-use development, and the Plan indicates that development should consider incorporating an upscale residential element in any design. The Rentschler Field parcel represents one of the only large scale undeveloped areas in the Town that could involve new residential development.

The essential nature of the transportation system is also discussed in this Plan. Recommended in the case of development of Rentschler Field is modification of existing Transit Routes O and J to include stops along any new north south roadway in Rentschler Field, as well as additional services on weekends for these two lines. Modifications to Transit Route B along Silver Lane are also recommended. Strategies for the area presented in the Plan include development of a Traffic Management Plan for the Stadium, coordination with new development to ensure that roadway capacity will not be exceeded, and the creation of landscaped medians and pedestrian/bike access whenever possible. In particular, the potential need for widening of Silver Lane was indicated.

Economic development priorities for the Town area also summarized, broken down into specific areas, namely riverfront development, the Burnside Avenue Commercial Corridor, the Park Avenue/Tolland Street Corridor, and the Silver Lane Corridor (which includes Rentschler Field development). In particular, the Silver Lane corridor is referred to as potentially the prime economic development center for the town, due to its strategic location, visibility due to the Stadium presence, and surrounding land uses. Recommendations for the corridor include the

development of the Rentschler Field area as a multi-use area with a cohesive development plan that will benefit the town without adverse impacts.

Finally, the East Hartford Plan of Conservation and Development contains a Generalized Land Use Plan which illustrates proposed development patterns and desired land uses in the Town. The plan strives to propose a balance between conservation/environmental protection and the economic need for development within the Town. The Generalized Land Use Plan seeks to preserve the existing housing stock, promote stable neighborhoods, to regulate infill development to ensure that it meets the character of the Town and surrounding neighborhoods, to create linkages between open space areas, community facilities, and neighborhoods, to promote revitalization of the Town Center, to implement improvements to existing commercial corridors, and to promote economic development to provide new housing, recreation, business, and employment opportunities. Again, the Plan specifically mentions the Rentschler Field area, calling for this area to be developed as a mixed land use area, as part of a “cohesive plan” which will provide for economic development for the Town (Harrall – Michalowski, 2003). The Plan of Conservation and Development also indicates the consistency of its Generalized Land Use Plan with Connecticut’s State Plan of Conservation and Development.

#### ***Consistency with the Plan***

The redevelopment of Rentschler Field is included in the East Hartford Plan of Conservation and Development as part of the overall Town planning, as described above. The East Hartford C & D Plan identifies Rentschler Field as an area suited for multi-use development, which is consistent with the proposed land uses in the Master Plan. Proposed uses include over 2 million square feet each of office/research and destination entertainment/retail space, 205,000 sf of educational space, 423,000 sf of sports/medical space, 710,000 sf of hotels, and 190,000 sf of new residential space. The C & D Plan includes consideration of preservation of natural resources and floodplain protection as part of development of Rentschler Field. The proposed site development is consistent with these considerations. Specific goals for open space protection at Rentschler Field, as listed above, will also be met by the site development proposed in the Master Plan.

The proposed extension of the Charter Oak Greenway through Rentschler Field specifically supports the Plan goals for open space and pedestrian/bikeway trails. Bus stops will be located within the development in support of the goal for increased public transit access in the Town. The developer has been coordinating with CT Transit regarding bus stop locations and scheduling. As the Master Plan moves forward, further coordination will take place. Residential development proposed as part of the site development is consistent with the C & D Plan goal of incorporating upscale residential housing as part of mixed use redevelopment of Rentschler Field. The mixed-use development proposed for the Rentschler Field site is also consistent with the Generalized Land Use Plan, which calls for Rentschler Field to be developed as a mixed land use area.

Proposed transportation improvements at the Roberts Street/Silver Lane intersection and the Route 2/Brewer/Main/High Streets area (as well as other intersections as discussed in this document) are being planned to accommodate the expected increases in traffic due to proposed site development for Rentschler Field. This is consistent with the East Hartford C & D Plan which calls for coordination with new development at Rentschler Field to ensure that roadway capacity of the area will not be exceeded.

#### **3.3.3.4 Capitol Region Transportation Plan**

##### ***Description of the Plan***

The *Capitol Region Transportation Plan*, adopted March 23, 2004, sets forth a comprehensive program developed by the CRCOG to meet regional travel needs through the year 2030. This systems level plan provides general policy guidance to identify and prioritize the region's needs and indicate how the limited available capital funding should be allocated. Four transportation policies presented in previous versions of this plan were reaffirmed and four new emphasis areas were added, to create the following list of policies/priorities:

- Provide more travel options – Provide more alternate transportation means to reduce reliance on private automobiles.
- Provide better land use coordination – Coordinate transportation policies with C & D Plans, thereby supporting livable community goals.
- Provide new support for Bradley International Airport – Support development of the Airport as a transportation asset and economic growth engine.
- Provide more emphasis on environmental justice – Build upon three previously developed environmental justice policies and pursue new issues.
- Add freight transport system – Initiate an effort to include the public sector in this industry.
- Continue to emphasize transit – Incorporate current studies and determine how to adjust current transit strategies.
- Place more emphasis on pedestrian and bike travel – Integrate bike and pedestrian access into new roadway projects.
- Provide better systems management – Improve existing infrastructure, rather than building new infrastructure, including new technologies where possible.

Recommendations are made throughout the Plan, to support the policies presented in the Plan and those of other applicable plans and agencies. To support the idea of land use coordination, the Plan cites the Regional Plan of Conservation and Development and its classification of six Regional Growth Centers:

- Downtown Hartford,
- Bradley Airport Area,
- Health Center/WestFarms Area,
- Rentschler Field Area,
- Griffin Area, and
- Bucklands Area.

Economic development is encouraged in these areas, as infrastructure is already in place to sustain new development in these areas. The Plan indicates that policies should favor investment in transportation systems (highway and transit) in these areas. The idea of a Busway along I-84 from Hartford to Manchester and Vernon is also encouraged, pending the results of a current study. Specific recommendations are also made for transit and freeway improvements. Four sets of freeway improvements are described. Access improvements at Rentschler Field are specifically called out in this plan. The Plan recommends that “the proposed grade-separation connection should be implemented to help facilitate redevelopment of this regional growth center” (CRCOG, 2004).

The Plan also cites a corridor access study done for Rentschler Field, indicating that the site, which is within 2 miles of downtown Hartford, offers an excellent “smart growth” opportunity for



infill development, and again comments that access must be improved from I-84, mentioning the proposed grade separated Roberts Street/Silver Lane intersection. The Plan also indicates that access from Route 2 should be improved by reconstruction of the Route 2/Main Street interchange to allow direct access to the southern portion of the site. The Plan indicates that a new Town-owned roadway will be constructed through the field site to connect the two access points and develop a new north-south corridor. The Plan also encourages better transit services, as well as pedestrian and bike access for the site during its development. The importance of connecting the Charter Oak Greenway is also stated (Figure 3.3.3-1).

#### ***Consistency with the Plan***

The proposed transportation infrastructure improvements at the Roberts Street/Silver Lane intersection and the Route 2/Main/Brewer/High Streets area are consistent with the Capitol Region Transportation Plan, as improvements to access Rentschler Field are specifically called out in this plan. The Capitol Region Transportation Plan states recommendations for the Roberts Street/Silver Lane grade separated intersection and reconstruction of the Route 2/Main Street interchange to allow direct access to the southern portion of the site.

The proposed development of Rentschler Field is consistent with the Plan, as it encourages economic development in the area. Details of the development are consistent with the Plan, including the development of a new north-south roadway corridor through the site and the extension of the Charter Oak Greenway.

### **3.3.3.5 Town of East Hartford Strategic Economic Development Plan**

#### ***Description of the Plan***

The Town of East Hartford Strategic Economic Development Plan views East Hartford and its relationship to the surrounding region, with a focus on its linkages to Hartford. Use of the existing transportation network to connect the Adriaen's Landing Project to East Hartford by pursuing local development opportunities in the East Hartford Riverfront, downtown, designated commercial corridors, and the Rentschler Field area (as a premier mixed use employment center) is emphasized. Marketing, transportation planning, and land use management are cited as key in economic development. Rentschler Field is recognized as a prime location for economic development, as well as the largest piece of undeveloped real estate in the area. The existing Stadium and its potential for economic development through hosting outside events beyond the scheduled University games are discussed. Specific action items included in the plan are the preparation and adoption of rezoning and design guidelines for Rentschler Field with advisory support from UTC and the development of a marketing plan for the field. UTC and its current developer, TMG, conceived a Master Plan that was submitted to the Town of East Hartford PZC in May, 2005. The Master Plan was prepared in support of an Application for Zone Change for the UTC property. The zone change proposal, from I-2 and I-3 (Industrial) to DDD was approved by the PZC in June, 2005. The DDD allows more flexible use of the property, with a variety of land uses subject to specific performance standards. Ideally, Rentschler Field development will:

- Enhance the community,
- Maintain a buffer between commercial and residential land uses,
- Develop an internal and external roadway system to provide easy access to and from the field and support the development of the area, and
- Provide public access to the Stadium facilities in the future.



# LEGEND

- UTC PROPERTY BOUNDARY
- OTHER PROPERTY BOUNDARY (MDC)
- PROPOSED EXTENSION OF CHARTER OAK GREENWAY
- EXISTING LOCATION OF CHARTER OAK GREENWAY
- POTENTIAL LOCATION OF HARTFORD EAST BUS RAPID TRANSIT SIMMONS STATION (CROG)

## NOTE:

CHARTER OAK GREENWAY MAP PROVIDED BY CAPITOL REGION COUNCIL OF GOVERNMENTS.

AERIAL PHOTO (SBC, 2002 AND COL-EAST, 2005)

<b>INFRASTRUCTURE IMPROVEMENT/ RENTSCHLER FIELD DEVELOPMENT ENVIRONMENTAL IMPACT EVALUATION EAST HARTFORD, CT</b>	SCALE 1" = 1500'
	DATE AUGUST 2006

**FIGURE 3.3.3-1**  
**PROPOSED EXTENSION OF CHARTER OAK GREENWAY THROUGH EAST HARTFORD**

### ***Consistency with the Plan***

The development of Rentschler Field with the proposed mixed-use Master Plan is consistent with the Town of East Hartford Strategic Economic Development Plan, which emphasizes the Rentschler Field area as a prime development opportunity for a mixed use employment center that will link to the Adriaen's Landing Project in Hartford.

#### **3.3.3.6 South End Residents and Merchants Neighborhood Plan**

##### ***Description of the Plan***

The South End Residents and Merchants, Inc. (SERM, 1999) prepared their own neighborhood plan in 1999. This plan was developed to preserve and promote the neighborhood character and to improve the overall quality of life within the neighborhood. The "South End" area generally encompasses the area designated as census tract 5106 and limited surrounding areas. The SERM plan identifies a vision for the neighborhood and identifies key issues, as seen by residents. The largest concerns were listed as 1.) Safety; 2.) Neighborhood character; 3.) Social environment; and 4.) Uncertainty of change. The document cites the importance of Pratt & Whitney in the development of the neighborhood and the town in general and references the neighborhood's historic past as fertile agricultural land along Willow Brook. Zoning and present land use in the area are also discussed.

An assessment of the area is included, which encourages reinforcing the character of the neighborhood by protecting residential areas, providing commercial uses for their needs, and supporting regionally important businesses. Since so much of the area is zoned for industrial or business uses, with fewer restrictions on development, careful development should be used to provide for and yet still protect residential land uses.

The overall vision of the plan is for a blend of businesses and residences, coexisting and providing a good environment for living and working. Recommendations are made for ways to improve security in the neighborhood, to improve the appearance of structures and roadways (streetscapes, etc.), and to reinforce the identity of the community. The idea of gateway entrances is proposed, with locations identified near the intersection of Brewer with Main St and Route 2, near the intersection of Main Street and Willow Street, at the intersections of Silver Lane with Simmons Road, Roberts Street, and Main Street, and near the intersection of Main Street with Routes 5 and 15 access points.

The need for social service improvements is also stated. The lack of activities and facilities for youth, a community school, a lack of retail facilities, and improving the quality of life for senior citizens are all discussed. The Coca-Cola™ expansion project and the redevelopment of Rentschler Field are specifically mentioned. The potential for development of the Rentschler Field parcel is mentioned and areas of concern with such development are summarized as:

- Transportation, access, and traffic circulation,
- Landscaped buffer areas to protect residential areas,
- Streetscaping along Main Street and Silver Lane, and
- Architectural design and layout of future development.

Specific recommendations are made relative to working with the Planning and Zoning Commission to make buffer requirements stricter, ensure that new roadways complement existing infrastructure, work to ensure that other businesses will benefit in the area, and work with new

development regarding appearances, architecture, and streetscapes. Concern was also noted with respect to potential impacts of the Stadium and field development on the surrounding community. The recommended response was monitoring and anticipating the proposed and scheduled changes and promoting neighborhood enhancement as part of any change.

#### ***Consistency with the Plan***

In general, the proposed development is consistent with the SERM Neighborhood Plan. The mixed-use development provides a blend of business, retail and residential uses, which is consistent with the overall vision of the Plan. The development of Rentschler Field will incorporate landscaped buffers and aesthetically pleasing and functional architectural design and layout, as called for in the Plan.

The proposed roadway infrastructure improvements at the Roberts Street/Silver Lane intersection and the Route 2/Brewer/Main/High Streets area align with the proposed locations for gateway entrances. These improvements will also ensure adequate transportation access and circulation to and through the site.



### **3.3.4 Public Safety**

#### **3.3.4.1 Existing Conditions**

The Town of East Hartford provides public safety services through its police and fire departments, which are housed in a new public safety complex at 31 School Street that opened on September 15, 2004. The Town has operated a combined Public Safety Communications Center since 1989. The Central Dispatch is located in the Communications Center and receives calls for service to the Police Department, the Fire Department, and emergency medical services. Emergency calls are handled by an enhanced 9-1-1 reporting system. According to the Connecticut Department of Public Safety, East Hartford received 23,950 9-1-1 calls in 2004.

The East Hartford Police Department (EHPD) consists of 132 sworn officers and an additional 40 civilian employees. The Department has a vehicle fleet that includes a variety of marked and unmarked vehicles, including patrol cars, motorcycles, and trailers, as well as a mobile Field Operations Command Center that is used during major events and emergencies. Each patrol vehicle is equipped with networked computers and Nextel equipment to serve as a "Mobile Data Terminal" (MDT). Each patrol officer is then able to prepare and file reports from his or her patrol car from any location in Town. The MDTs essentially serve as substations, although there still remain several substation buildings in Town, including those located on Main Street, at the intersection of Main Street and Connecticut Boulevard, in the Mayberry Village area at the Larson Community Center, and in the Columbus Circle area. These substation buildings are available for officers to use for preparing and filing reports and for interacting with the public, but are not staffed at all times.

The East Hartford Fire Department full time staff consists of 133 uniformed personnel and five civilians including a Fire Chief, two Assistant Chiefs, and a Fire Marshal. Departmental resources include an Emergency Medical Division, a Training Division, an Office of Emergency Management, a Fire Alarm Division, and an apparatus repair facility. There are five (5) firehouses located throughout the 18 square miles of town. The East Hartford Fire Department operates five (5) engine companies, two (2) ladder companies, one (1) rescue company, and one (1) incident command vehicle. The department responded to 8,953 emergencies in 2004.

In addition to fighting fires, the Fire Department is also the primary provider of emergency medical services to East Hartford. Each engine company is staffed with a paramedic and all apparatus carry Automatic External Defibrillators (AEDs). All firefighters are trained at a minimum of Basic Life Support (BLS) care and to operate AEDs. Thirty-two (32) of the department's firefighters are State of Connecticut licensed paramedics ([www.ci.east-hartford.ct.us/ehfd/fireindex.html](http://www.ci.east-hartford.ct.us/ehfd/fireindex.html)). The Town of East Hartford has a contract with a private ambulance company for additional emergency medical services, as needed. The East Hartford Fire Department provides first response for emergencies, and the private company is used for ambulatory transport services when required.

The P&W Division of UTC currently controls access to the existing Rentschler Field and provides fire protection when the Stadium is not using the area. There are separate communications centers for fire and security on site and 24-hour security, fire and emergency medical services (provided or coordinated) are available. When the airfield was operational, P&W maintained crash, fire, and rescue vehicles. The crash, fire, and rescue vehicles were transferred to other UTC divisions and the class A pumper was retired. The P&W Fire Department (P&WFD) currently operates a midi-pumper, an ambulance, and a hazmat/command/rescue vehicle. P&W maintains an Integrated Incident Response Plan that outlines P&W's emergency response and

notification procedures for events ranging from chemical spills to natural disasters. The P&WFD has limited capabilities and works closely with the EHFD for most events that exceed an incipient stage. Joint response protocols and training have been developed and executed for this purpose (Scott Summerer, P&W; Pers. Comm.; September, 2005).

The General Assembly of the State of Connecticut expressly granted to the Secretary of OPM the authority to determine how police and security services would be provided during Stadium events (CGS Section 32-655(a)). The Secretary of OPM determined that the State Department of Public Safety would be responsible for these services. Therefore, the Connecticut State Police are primarily responsible for security on the Stadium premises, which include the leased parking areas. State Police are supplemented by private security personnel, and jointly they enforce Stadium and tailgating rules. Officers from the Town of East Hartford handle off-premises traffic management. Coverage during events for fire and medical is provided by the East Hartford Fire Department, both on and off premises. During events, a dedicated fire crew is responsible for fire and EMS coverage both inside the Stadium and in the parking areas, which are currently adjacent to the Stadium. The East Hartford Fire Marshal conducts fire inspections. The medical office and First Aid Room at the Stadium are operated and staffed by the UCONN Health Center, which cooperates with the East Hartford Fire Department in cases of medical emergency.

#### **3.3.4.2      Transportation Impacts**

Temporary impacts to public safety associated directly with roadway infrastructure changes will involve the need for appropriate signage and for police services in directing traffic around construction areas. As required by DOT, a Maintenance and Protection of Traffic Plan will be prepared during the design phase of each transportation improvement project to ensure adequate access to all roadways and properties in the area by public safety vehicles as well as other traffic. Construction staging for improvements at the Roberts Street/Silver Lane intersection, described as follows, will be such that access to the site and surrounding roadways is always available:

1. Remove I-84 eastbound off-ramp free right turn lane to Roberts Street. The signalized left and right turn exit to Roberts Street will remain available.
2. Construct eastern elevated structure over Silver Lane, and associated ramps and road into UTC property. This structure will then be used as a two-way road while the western elevated structure over Silver Lane is being constructed.
3. Construct western elevated structure over Silver Lane and associated ramps.
4. Widen Silver Lane beneath grade-separation.

Potential long-term impacts involve changes (increase or decrease) in the number of motor vehicle accidents occurring at the various intersections surrounding the site. The improvements are designed to accommodate existing and future increases in traffic in the area; thus it is expected that the number of motor vehicle accidents would remain constant or decrease. Pedestrian and bicycle traffic will be supported through the use of crosswalks with walk signals to prevent adverse impacts to pedestrian safety.

#### **3.3.4.3      Site Development Impacts**

The East Hartford Police and Fire Departments will be primarily responsible for providing public safety services within the Rentschler Field development. According to the Police Chief, Mark Sirois, the EHPD has the operational resources to handle police services for the proposed development. Adequate staff and vehicles are available to support police services that may be required to handle any increases in traffic, routine patrols, and pedestrian and site security (Mark Sirois, East Hartford Police Department; Pers. Comm.; August, 2005).

The 1989 East Hartford Building Utilization Task Force Report recommended that three of the five existing fire station facilities be replaced within a span of fifteen years. The new public safety complex that opened in 2004 replaced Fire Station #3. The remaining two stations are in need of replacement, as their outdated facilities and inadequate spatial arrangements and dimensions create challenges for the everyday functions of public safety personnel (East Hartford Plan of Conservation and Development, 2003). According to the chief of the Fire Department, at a minimum, Station #5, in the south end of Town, must be replaced to support the proposed development at Rentschler Field (Michael Eremita, East Hartford Fire Department; Pers. Comm.; July, 2005). The current Master Plan by TMG calls for a firehouse to be constructed as part of the Rentschler Field development. This could serve as a replacement for Station #5.

The individual fire stations expected to respond to calls within the development will depend on the nature of the incident and the location within the development. Sometimes, more than one station may respond to individual calls. The development will be required to have at least one fire hydrant every 500 feet, based on the East Hartford Fire Department requirements. The developer(s) will be required to submit a proposal for fire hydrant placement to the Fire Department during the design phases of development.

Potential changes in placement of Stadium parking due to development at Rentschler Field may impact the management of fire and EMS services provided by the East Hartford Fire Department during Stadium events. If Stadium parking is relocated to areas farther away from the Stadium, it may be necessary to dedicate more than one fire crew to provide services both inside the Stadium and within the parking areas during events. Currently, only one fire crew is needed as parking is adjacent to the Stadium. Once the conceptual parking arrangements are finalized, coordination with the Fire Department will be pursued. Anticipated fire response routes to the site are shown in Figure 3.3.4-1.

There is also the potential for at least one additional engine company to be required in support of development. In the past, Pratt & Whitney had its own fire station and approximately 130-140 firefighters to service Rentschler Field. The Pratt & Whitney Fire Department was self-sufficient and would often respond with the Town Fire Department to incidents. Since that time, Pratt & Whitney has decreased in size, resulting in a decrease in this need for resources. Thus, Pratt & Whitney does not currently operate a fire station on site and has only about 25 firefighters. Therefore, the Town now supports Pratt & Whitney in responding to incidents. With the Town expected to support the proposed development for fire response, the need for additional resources, such as an additional engine company, will return (Michael Eremita, East Hartford Fire Department; Pers. Comm.; July, 2005). Again, as site development concepts evolve, coordination with emergency services will be pursued.

#### **3.3.4.4 Cumulative Impacts**

At least one, and possibly two, of the existing fire station facilities are in need of replacement. At a minimum, Station #5, in the south end of Town, should be replaced to support the proposed development at Rentschler Field. There is also the potential for at least one additional engine company to be required in support of development.

If Stadium parking is relocated to areas farther away from the Stadium, it may be necessary to dedicate more than one fire crew to provide services both inside the Stadium and within the parking areas during events.

#### **3.3.4.5      Mitigation**

Adequate access to all roadways and properties in the area will be ensured by a Maintenance and Protection of Traffic Plan for each transportation improvement project. Appropriate signage, use of police services as needed, and proper construction staging will be applied for directing traffic around construction areas.

The developer has proposed to pursue the construction of a new fire station to replace and upgrade Fire Station #5 as part of the Rentschler Field Master Plan development.





# LEGEND

- UTC PROPERTY BOUNDARY
- OTHER PROPERTY BOUNDARY (MDC)
- \* FIRE STATION LOCATION
- ← FIRE ENGINE TRAVEL DIRECTION

AERIAL PHOTO (SBC, 2002 AND COL-EAST, 2005)

**INFRASTRUCTURE IMPROVEMENT/  
RENTSCHLER FIELD DEVELOPMENT  
ENVIRONMENTAL IMPACT EVALUATION  
EAST HARTFORD, CT**

SCALE  
1" = 1000'  
DATE  
AUGUST 2006

**FIGURE 3.3.4-1  
FIRE ENGINE ROUTES**

### **3.3.5 Population, Economy, Employment, and Income**

#### **3.3.5.1 Existing Conditions**

According to the Town Profile (Connecticut Economic Resource Center (CERC), 2004), the total population of East Hartford in 2004 was estimated at 49,758, a slight increase from the 2000 US Census population, which was listed at 49,575. The population of the Town is anticipated to continue to increase by 0.1% annually over the period 2004-2009 (CERC, 2004).

According to CERC estimates in 2004, the median age was 38 years. Race and ethnicity data for 2004 shows that the East Hartford population was 64.5% White, 19.0% Black, 16.9% Hispanic, 8.8% Other/Multi-Race, 4.0% Asian/Pacific Islander, and 0.3% Native American. More detailed information about the population in the immediate project area is available from the 2000 United States Census and is discussed in Section 3.3.5 of this document. Overall, households have progressed to smaller and older units in recent years.

The Town of East Hartford is divided into 14 census tracts (Figure 3.3.5-1). The primary area of the project site is located in tract 5106, with limited secondary improvements and development in tracts 5105, 5107, and 5108. Tract 5106 is the largest in the town, containing approximately 1,770 acres or 15% of the total area of East Hartford. Population density in this tract is low (2.7 persons/acre) due to the presence of Rentschler Field. If the land area of Rentschler Field is removed, the population density for Tract 5106 increases two-fold.

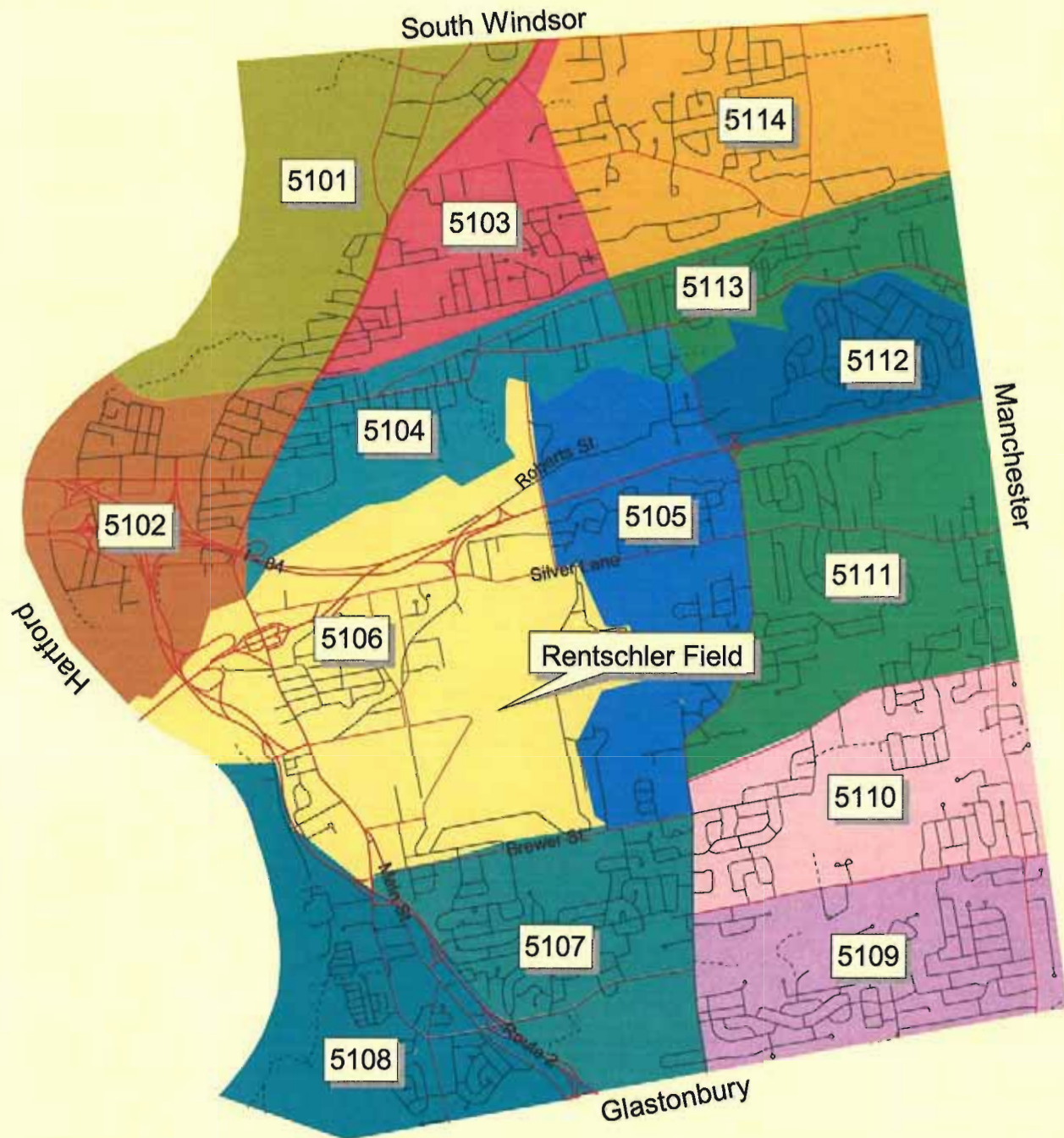
The Town of East Hartford is located in the Capital Area Economic Development Region, the Capitol Region Planning Area, and in the Hartford Labor Market Area. Unemployment in the Town in 2003 was 6.1%, higher than unemployment rates at both the county (4.7%) and state (4.3%) levels (CERC, 2004). Job growth for the region is expected to continue at its current pace, an average of 0.5% increase annually, less than the state average. General U.S. Census 2000 economic statistics for those census tracts that include the Proposed Action and expected indirect impact areas are provided below in Table 3.3.5-1.

**Table 3.3.5-1. U.S. Census 2000 Basic Population and Income Statistics.**

<b>Census Tract/ Geographic Area</b>	<b>5105</b>	<b>5106</b>	<b>5107</b>	<b>5108</b>	<b>Town of East Hartford</b>	<b>Hartford County</b>	<b>State of CT</b>
<b>Total Population</b>	3,300	4,728	4,897	3,134	49,575	857,183	3,405,565
<b>Median Per Capita Income (1999)</b>	\$26,216	\$16,841	\$21,566	\$20,895	\$21,763	\$26,047	\$28,766
<b>Median Household Income (1999)</b>	\$41,324	\$29,094	\$44,486	\$35,200	\$41,424	\$50,756	\$53,935
<b>Poverty Rate</b>	13.6%	11.4%	8.8%	9.0%	10.3%	9.3%	7.9%

Source: U.S. Census 2000





**Figure 3.3.5-1: Census Tracts**

**LEGEND**

**5102** Census Tract



Infrastructure Improvements/  
Rentschler Field Development  
East Hartford, Connecticut



BAYSTATE ENVIRONMENTAL CONSULTANTS, INC  
EAST LONGMEADOW, MA EAST HARTFORD, CT

Per capita income in East Hartford in 1999 was \$21,763, approximately \$4,300 less than the per capita income for Hartford County and \$7,000 less than the 1999 statewide per capita income. According to the 2000 Census, the 5106, 5107, and 5108 census tracts exhibit lower per capita income than the Town of East Hartford and the State of Connecticut as a whole. For example, while the 1999 per capita income was \$21,763 for the entire town, per capita income in Tract 5106 was only \$16,841. Median household incomes for three of the four project area tracts were also below the town, county, and state values. Finally, as shown above, the poverty rate in census tracts 5105 and 5106 is greater than the town, county, and state average.

Based on GIS analysis of statistical data available for the greater Hartford region, it appears that households within a 10 mile radius of the Rentschler Field area report spending at levels similar to the national norms, with a weakness reported in spending for certain types of apparel and services. Within a 15-20 mile radius of the site, similar trends were noted; however, certain areas of spending were noted to be strong, particularly specialty retail, entertainment, food away from home, alcoholic beverages, furniture, and financial services. In general, the public tends to drive farther for uses such as entertainment and food/drink, which could be significant in terms of drawing future patrons to the development.

The 2001 business profile summarized by the CERC in the *2004 East Hartford Town Profile* indicated a total of 1,999 firms in East Hartford, employing approximately 43,634 persons. The majority (42.8%) of businesses are service-related and employ approximately 36.5% of the workforce. Trade businesses comprise the second largest number of firms in East Hartford (24.0%), employing approximately 15.8% of the total number of persons working in East Hartford. Construction and Manufacturing businesses (12.8%) comprise the third largest number of firms in East Hartford, but only employ 3.2% of the 43,634 person workforce. In contrast, manufacturing, which employs 32.3% of the number of persons working in East Hartford, accounts for only 5.1% of the firms in the town. This is due to the significant size and land holdings of the major industries in the Town, such as Pratt & Whitney/UTC. The top five major employers in East Hartford in 2002 were Pratt & Whitney, UTC, Coca-Cola Bottling Company, Riverside Health & Rehabilitation Center, and Connecticut Natural Gas. These companies have spurred recent development in the area. For example, Pratt & Whitney conducted significant facility renovations and opened a new training facility in 2001, while Coca-Cola significantly expanded its manufacturing and distribution center in 2000.

#### **3.3.5.2 Transportation Impacts**

At this time it is estimated that state funding in the amount of \$78 million for roadway improvements would be phased in at \$12 million between 2007 and 2010 and \$66 million between 2011 and 2013. This will create employment opportunities in the form of design, construction and maintenance jobs. There will be positive direct and indirect impacts to the regional economy as this money is circulated within the economy through wages paid to workers and the production and construction of construction materials.

#### **3.3.5.3 Site Development Impacts**

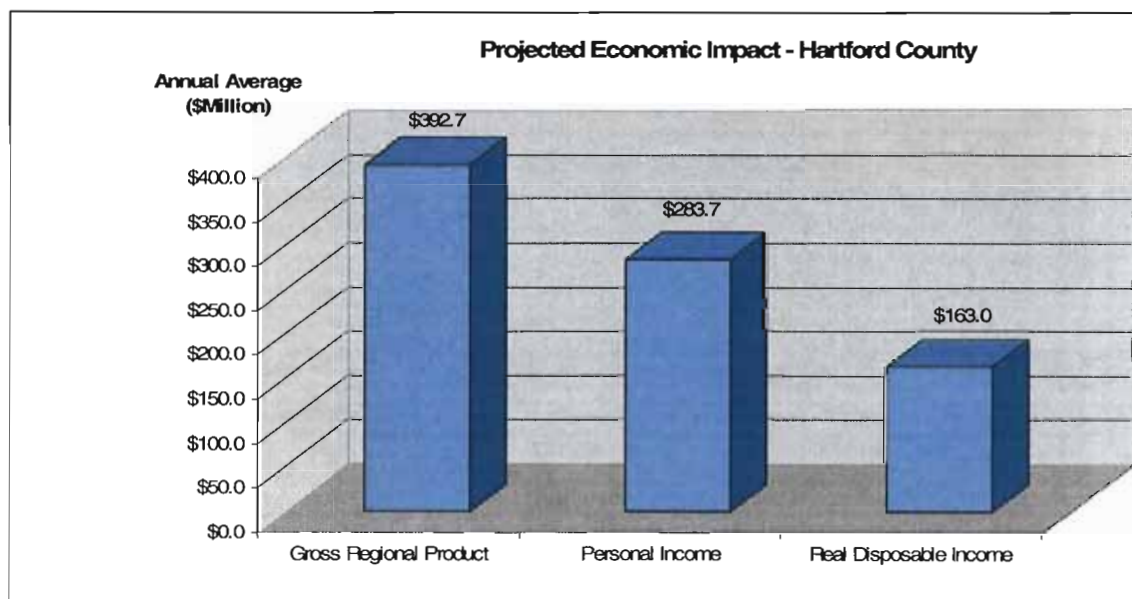
Economic and fiscal impacts for the development have been calculated employing the Regional Economic Models, Inc (REMI) model. This program represents a customized econometric-based input-output model of Connecticut and sub-regions that can be used to forecast the economic and demographic effects of policy initiatives and external events on the state and local economy. The REMI model evaluates the dynamic cause and effect impacts on a yearly basis of such changes as associated with inter-industry relationships in the region among 466 private industries, which aggregate into 49 major industrial sectors. The addition of public sector industries and farming produces a total of 53 sectors covered by the model. The model includes over 6,000 input



variables that can be adjusted to simulate any given proposed change in the local economy. The REMI model begins with a baseline projection of how the local economy would function in the absence of any external change and this is compared to results generated from input reflecting the exogenous event (new development, new factory, and new tax policy). Factors considered in the course of this analysis include, but are not limited to, the following: projected construction costs and phasing of the proposed development; anticipated direct employment and wages associated with the operations of facilities built; determination of intermediate and final demands for each industry fulfilled by producers in the region resulting from the development and an analysis of the direct tax base contribution and tax revenue generated by the proposed uses.

The economic impact of the proposed development was forecasted for *Hartford County* and the entire State of Connecticut. Over a study period encompassing 20 years from 2007 to 2026, the following economic impacts highlighted below were identified for Hartford County as the result of development of Rentschler Field:

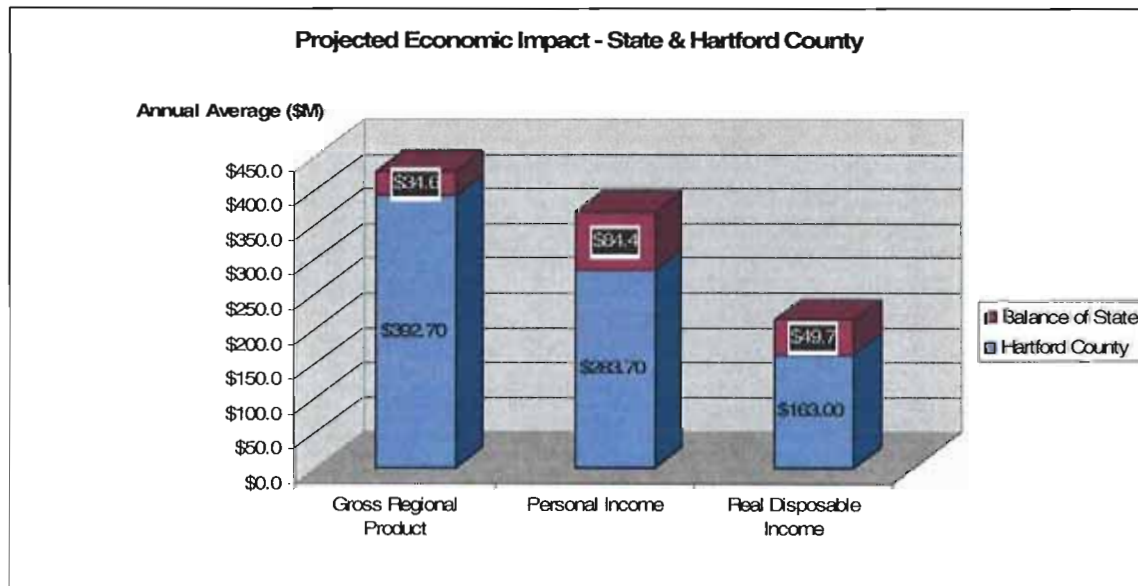
- **\$4.1 billion increase in Gross Regional Product (at present value) within Hartford County, averaging \$392.7 million a year over baseline projections for the region.** By 2026, Gross Regional Product is expected to grow to \$703.1 million.
- **Annual increase of \$283.7 million in personal income for Hartford County residents;** or \$163.0 million annually in Real Disposable Income. Total earnings for the county in constant dollars projected at \$1.7 billion.
- **Job growth averaging 4,390 net new jobs in Hartford County per year,** peaking at 6,761 net new jobs in 2021.
- **New local net tax revenues averaging \$22.7 million annually,** with much of this accruing to East Hartford.



**Figure 3.3.5-2. Projected Economic Impact of Rentschler Field Development on Hartford County**

The following economic impacts highlighted below were identified for the *State of Connecticut* (inclusive of Hartford County) resulting from development of Rentschler Field:

- **\$4.4 billion increase in Gross State Product (at present value) resulting from Rentschler Development, averaging \$427.3 million increase a year over baseline projections for the State.** By 2026, Gross Regional Product is expected to grow to \$773.2 million.
- **Yearly Increase in personal income averaging \$368.2 million;** or \$212.8 million annually in Real Disposable Income representing true purchasing power of households. Total accumulated personal income for the state residents in constant dollars projected at \$3.7 billion and \$2.2 billion for Real Disposable Income.
- **Job increase averaging 4,651 net new jobs per year,** peaking at 7,055 net new jobs in 2021.
- **Net Tax Revenue growth of \$23.5 million state-wide annually,** accumulating to a total of \$266.9 million in constant dollars over the 20 year span.
- **Positive Cost-Benefit impact corresponding to 36.9 to 1** indicating a very favorable ratio respective to return on investment of public dollars in redevelopment projects. Ratio compares net present value of real disposable income in the state (the benefit) and the public investment (or cost), in the project of \$78 million over a ten year period for public improvements in support of development.



**Figure 3.3.5-3. Projected Economic Impact of Rentschler Field Development on State of Connecticut**

The following tables provide a summary of projected economic impact in the county and state associated with build-out and operation of the Rentschler Development.

**Table 3.3.5-2. Summary of Economic Impact of Rentschler Field Development on Hartford County**

Variable	Average Annual 10 years	Average Annual 20 Years	NPV- Total 20 year
<b>Net New Total Employment</b>	2,473	4,390	
<b>Gross Regional Product</b>	\$182,229,150	\$392,723,721	\$4,088,450,039
<b>Personal Income</b>	\$121,023,000	\$283,786,500	\$2,917,435,999
<b>Real Disposable Income</b>	\$77,795,254	\$163,051,205	\$1,705,372,885
<b>Population</b>	104	144	
<b>Net Tax Revenue</b>	\$16,938,163	\$22,709,121	\$258,616,695

**Table 3.3.5-3. Summary of Economic Impact of Rentschler Field Development on State of Connecticut**

Variable	Average Annual 10 years	Average Annual 20 Years	NPV-Total 20 year
<b>Net New Total Employment</b>	2851	4651	
<b>Gross State Product</b>	\$194,611,561	\$427,360,878	\$4,435,797,395
<b>Personal Income</b>	\$155,762,000	\$368,206,000	\$3,780,960,230
<b>Real Disposable Income</b>	\$100,355,733	\$212,807,270	\$2,221,496,630
<b>Population</b>	1,251	3,468	
<b>Total State Tax Revenue</b>	\$17,200,456	\$23,549,851	\$266,887,045

#### **3.3.5.4 Cumulative Impacts**

In summary, the proposed development with the state funding aid would result in a significant positive economic impact to the Town of East Hartford, Hartford County and the State of Connecticut. The full economic impact study is contained in Appendix N.

#### **3.3.5.5 Mitigation**

The Proposed Action would trigger positive impacts to population, employment and income, therefore no mitigation is warranted.



### 3.3.6 Housing

#### 3.3.6.1 Existing Conditions

As discussed in the Land Use and Zoning Section of this document (Section 3.3.1), the majority of the Town of East Hartford is zoned for residential uses. According to the 2000 Census and as discussed in the *East Hartford Plan of Conservation and Development* (2003), the majority of the Town's housing units are single family residences (56%), with 22% multi-family units representing the next highest classification. The remaining units are fairly equally divided between two-family and three/four-family homes, with only a small percentage of mobile home units (2%). The 2000 Census indicated that 95% of all housing units in the Town were occupied and that the majority of the housing units (over 60%) were constructed during the period 1940-1969, which corresponds with World War II and the post-war period and is likely connected to the success of Pratt & Whitney at that time, and to post-war development trends.

Table 3.3.6-1 below presents basic housing statistics for the census tracts in the vicinity of the project, as well as for the Town of East Hartford, Hartford County, and the State of Connecticut as a whole. Census tract locations are shown on Figure 3.3.5-1.

**Table 3.3.6-1. Housing Occupancy and Values.**

<b>Census Tract/ Geographic Area</b>	<b>5105</b>	<b>5106</b>	<b>5107</b>	<b>5108</b>	<b>Town of East Hartford</b>	<b>Hartford County</b>	<b>State of CT</b>
<b>Percentage of Occupied Housing Units that are Owner-Occupied</b>	36%	31%	71%	64%	58%	61%	67%
<b>Median Value of Owner Occupied Housing Units</b>	\$102,900	\$89,700	\$99,800	\$80,500	\$110,700	\$142,500	\$160,600

Source: U.S. Census 2000.

According to the 2000 Census, the 5106 census tract exhibits lower median housing values and lower percentages of owner-occupied housing units than East Hartford and the State of Connecticut as a whole. In particular, the following tracts had the highest percentages of renter-occupied housing units (in exceedence of the town's overall renter occupancy rate, according to Harrall Michalowski Associates (2002): Tracts 5102, 5103, 5104, 5105, 5106, 5112, and 5113. Tracts 5105 and 5106 are within the project area. Median housing value for owner-occupied housing units in Tract 5106 (\$89,700) was the second lowest of all tracts within East Hartford (behind Tract 5108). The town as a whole had a median housing value of owner-occupied units of \$110,700, which is lower than median values for both the county and state. The 5106 census tract also had only 31% owner-occupied housing units compared to 58% overall for the town of East Hartford (US Census, 2000). This last statistic may be a reflection of the one-, two-, and

three-family zoning in the area. The percentages of owner-occupied housing units in the block groups within census tract 5106 were 31%, 25%, 36% and 36% for block groups 1, 2, 3 and 4, respectively.

The 2003 *East Hartford Plan of Conservation and Development* indicates that 3,836 affordable housing units (18.3% of the Town's estimated total housing units) were available in East Hartford in 2000, based on DECD data. These units were distributed in the following manner according to that report:

<u>Type of Unit</u>	<u>Number of Units</u>
Government Assisted	2,679
CHFA/FHA mortgages	1,157
TOTAL	3,836 units

According to the 2003 *Plan of Conservation and Development*, the Town has completed studies showing that there is a sufficient supply of affordable housing and that it possesses a diverse housing supply capable of meeting the needs of many groups.

### **3.3.6.2      Transportation Impacts**

#### ***Roberts Street/Silver Lane Intersection***

Approximately 20 properties with one or two-family homes will be impacted by construction of the Roberts Street/Silver Lane grade separated interchange and widening of Silver Lane in the vicinity of the intersection. The majority of those properties will experience minor impacts to front yards, as indicated in Table 3.3.2-1. The development of this transportation improvement is not expected to necessitate any complete property acquisitions and no major impacts to housing are expected.

#### ***Route 2/ Brewer Street/ Main Street/ High Street***

The proposed East Hartford Boulevard South connection to Main Street will likely result in a partial property acquisition at 326 Main Street. The single family house at this location is very close to the property line and may be directly impacted by construction. The majority of other properties potentially impacted for these improvements contain businesses, thus no additional impacts to housing are expected.

#### ***I-84 Ramps***

No impacts to housing are expected as a result of the improvements to the I-84 ramps at Roberts Street.

#### ***Main Street/Willow Street Intersection***

Property impacts for these improvements will occur on UTC property, thus no impacts to housing would occur.

#### ***Silver Lane***

Approximately 30 residential properties may be impacted by the widening of Silver Lane. Complete property acquisitions are possible for two (2) two-family homes located at 256-258 Silver Lane and 260-262 Silver Lane. The widening of Silver Lane at this location will cause the road and right of way to encroach on the buildings, which are currently only approximately 15 ft from the edge of the road. It may be possible to move the buildings further back into the lots, or it

may be necessary to demolish the buildings. If the buildings are demolished, rebuilding on the lots could be an option. Otherwise, relocation of displaced household members would be required.

Other homes along Silver Lane will be impacted by the widening of Silver Lane. At a minimum, front lawns and walkways will be encroached upon. However, no other complete property acquisitions are expected.

#### ***Access to EHGEMS***

The access to EHGEMS will be constructed almost entirely within Town-owned property and housing will not be impacted. Easements may be required on properties at the corner of Forbes Street and Godar Terrace for the placement of span poles or utility boxes. This will be determined during the final design.

#### ***3.3.6.3 Site Development Impacts***

The proposed development at Rentschler Field includes approximately 190,000 square feet of residential development under the subsequent phases of the project. Approximately 172 condominium units would be constructed as part of this project. These units would supplement the town and region's existing housing stock. The exact location of the proposed housing is yet to be determined, but is expected to unfold shortly after Phase 1 development, subject to market conditions at that time. No residential development is proposed for Phase 1.

Existing housing in the vicinity of Rentschler Field is located to the north along Silver Lane, to the west along Main Street, to the south along Brewer Street, and to the east along Forbes Street, as shown in Figure 3.3.1-1, Existing Land Use. The residential housing areas to the northwest and west of the field currently abut UTRC and Pratt & Whitney, which will separate these areas from any new development. A 50-foot vegetated buffer strip will be maintained between new development at Rentschler Field and existing surrounding properties. The proposed development will not directly result in any removal of existing housing in the vicinity. In contrast, the positive local economic impact expected from the development may result in improvements to the existing housing stock.

#### ***3.3.6.4 Cumulative Impacts***

Approximately five (5) housing units (one single-family home and two two-family homes) may be eliminated as a result of the transportation infrastructure improvements. Overall, the amount and variation of housing in the area will increase with the proposed development.

#### ***3.3.6.5 Mitigation***

Residents impacted by property acquisitions will be relocated under the Connecticut Uniform Relocation Assistance Act (CGS Chapter 135). As described in Section 3.3.2, the Uniform Relocation Assistance Act establishes a uniform policy for the fair and equitable treatment of persons displaced by the acquisition of real property by state and local land acquisition programs. The uniform policy applies to relocation payments, advisory assistance, and assurance of availability of standard housing. It is expected that reasonable replacement housing will be available within East Hartford and that changes in the existing housing stock will not be noticeable.



### **3.3.7 Environmental Justice**

#### **3.3.7.1 Existing Conditions**

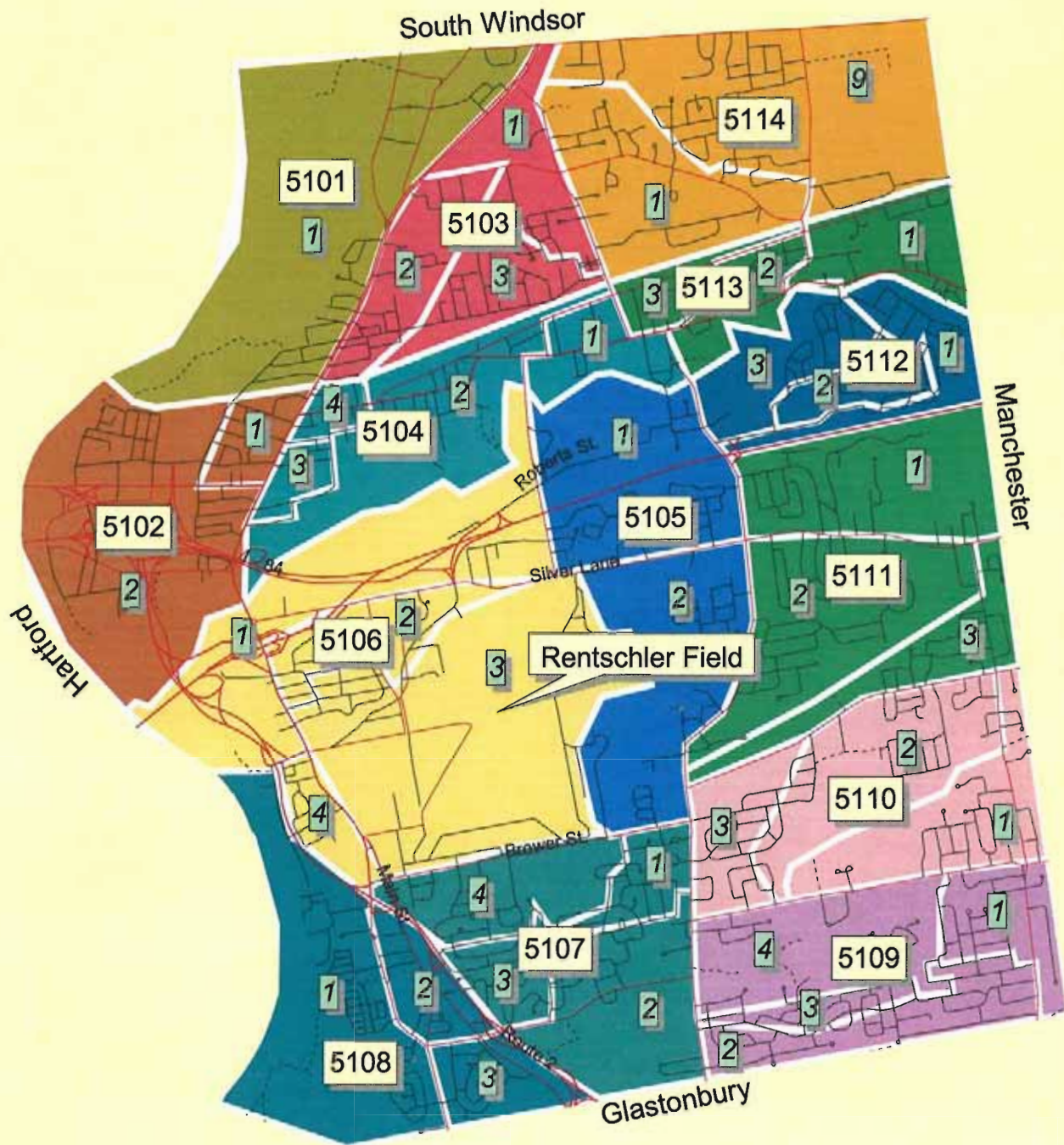
In accordance with Federal Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" and the DEP Environmental Equity Policy, proposed state and federal actions should not result in disproportionately high and adverse human health or environmental effects on minority and low-income populations.

The *East Hartford Plan of Conservation and Development: Demographic Element* Report (Harrall-Michalowski Associates, 2002) indicates that the Town saw a significant change in its racial and ethnic makeup over the Census period from 1990 to 2000. In 1990, the White population was 86.8% of the total Town population, while by the 2000 Census, the same demographic represented only 64.7% of the total in East Hartford. During this period, the percentage of Black, Hispanic, Asian and other races increased significantly (Harrall-Michalowski Associates, 2002). It should be noted that the Hispanic designation may apply to persons of any race and that for the purposes of the U.S. Census, the terms "Hispanic", "Latino", and "Spanish" are used interchangeably.

According to Harrall-Michalowski (2002), the census tracts with the highest percentages of Black residents (with percentages in excess of the Town's percentage of Black residents according to the 2000 Census) are Tracts 5102, 5103, 5104, 5105, 5106, 5112, and 5113. Of these, Tracts 5105 and 5106 are within the project area or indirect impact areas. The same tracts also represent the highest percentages of Hispanic and other minority populations within the Town (Harrall-Michalowski, 2002) and also represent the highest occurrences of renter-occupied housing units.

Table 3.3.7-1 below with 2000 Census data illustrates the racial diversity of the census tracts within the project vicinity. For comparison, racial demographics are also included for Hartford County and the State of Connecticut (also from the 2000 Census). Census information regarding race was also available for the various block groups within the project area as presented below in Table 3.3.7-2. Census tracts and block groups are presented in Figure 3.3.7-1. All transportation infrastructure improvements, with the exception of the access driveway for EHGEMS, and site development will occur within census tract 5106. The access driveway for EHGEMS will be located within census tract 5105.

Table 3.3.7-3 presents income and housing statistics for the block groups within census tract 5106, as compared to the town, county and state statistics. The median household income within block groups of census tract 5106 ranges from approximately 44% to 72% of the Hartford County levels. An average of 32% of housing units are owner occupied within census tract 5106.



**Figure 3.3.7-1: Census Block Groups**

**LEGEND**

- 1 Census Block Group
- 5102 Census Tract



Infrastructure Improvements/  
Rentschler Field Development  
East Hartford, Connecticut



BAYSTATE ENVIRONMENTAL CONSULTANTS, INC  
EAST LONGMEADOW, MA EAST HARTFORD, CT

**Table 3.3.7-1. Racial and Ethnic Populations and Percentages for Census Tracts within the Project Area.**

<b>Census Tract/ Geographic Area</b>	<b>Tract 5105</b>	<b>Tract 5106</b>	<b>Tract 5107</b>	<b>Tract 5108</b>	<b>Hartford County</b>	<b>State of CT</b>
<b>Total Population</b>	3,300	4,728	4,897	3,134	857,183	3,405,565
<b>Non-Hispanic Populations</b>						
White Alone	1,561 (47.3%)	2,117 (44.8%)	3,244 (66.2%)	2,113 (67.4%)	625,655 (73.0%)	2,637,525 (77.4%)
Black or African American Alone	888 (26.9%)	1,390 (29.4%)	693 (14.2%)	478 (15.3%)	93,945 (11.0%)	292,988 (8.6%)
American Indian and Alaska Native Alone	0 (0.0%)	14 (0.3%)	0 (0.0%)	5 (0.2%)	1,204 (0.1%)	7,464 (0.2%)
Asian Alone	178 (5.4%)	115 (2.4%)	200 (4.1%)	37 (1.2%)	20,909 (2.4%)	81,766 (2.4%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	269 ( $<0.1\%$ )	1,018 ( $<0.1\%$ )
Some Other Race Alone	22 (0.7%)	26 (0.5%)	17 (0.3%)	73 (2.3%)	1,743 (0.2%)	8,607 (0.3%)
Two or More Races	119 (3.6%)	147 (3.1%)	109 (2.2%)	29 (0.9%)	14,989 (1.7%)	57,250 (1.7%)
<b>Hispanic or Latino Populations</b>						
Total Hispanic or Latino Population	532 (16.1%)	919 (19.4%)	634 (12.9%)	399 (12.7%)	98,469 (11.5%)	318,947 (9.4%)

Source: U.S. Census 2000.



**Table 3.3.7-2. Racial Population Percentages for Census Tracts and Block Groups within the Project Area.**

<b>Census Tract and Block Group (B.G.)</b>	<b>Tract 5105 B.G. 2</b>	<b>Tract 5106 B.G. 1</b>	<b>Tract 5106 B.G. 2</b>	<b>Tract 5106 B.G. 3</b>	<b>Tract 5106 B.G. 4</b>	<b>Tract 5107 B.G. 4</b>	<b>Tract 5108 B.G. 1</b>	<b>Tract 5108 B.G. 2</b>
<b>Total Population</b>	1195	1189	1792	852	895	1841	1555	885
<b>White Alone: Percentage of Total Population</b>	56.5%	52.2%	29.1%	54.7%	56.8%	48.3%	67.1%	54.1%
<b>Black or African American Alone: Percent of Total</b>	22.8%	24.1%	41.1%	19.6%	22.3%	25.9%	14.5%	18.9%
<b>American Indian and Alaska Native Alone: Percent of Total</b>	0.0%	0.8%	0.0%	0.6%	0.0%	0.0%	0.0%	0.6%
<b>Asian Alone: Percent of Total</b>	2.3%	2.1%	4.9%	0.0%	0.3%	2.2%	0.0%	2.9%
<b>Native Hawaiian and Other Pacific Islander Alone: Percent of Total</b>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Hispanic or Latino Alone: Percent of Total</b>	14.2%	19.8%	20.8%	21.5%	14.2%	19.9%	12.2%	22.9%
<b>Some Other Race Alone: Percent of Total</b>	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	4.7%	0.0%
<b>Two or More Races: Percent of Total</b>	4.1%	1.0%	4.1%	3.6%	3.5%	3.7%	1.5%	0.6%
<b>Total % Non-White</b>	<b>43.5%</b>	<b>47.8%</b>	<b>70.9%</b>	<b>45.3%</b>	<b>43.2%</b>	<b>51.7%</b>	<b>32.9%</b>	<b>45.9%</b>

Source: U.S. Census 2000.

**Table 3.3.7-3. Income and Housing Statistics for Block Groups within Project Area Impacted by Transportation Infrastructure Improvements**

<b>Census Tract and Block Group (B.G.)</b>	<b>Tract 5106 B.G. 1</b>	<b>Tract 5106 B.G. 2</b>	<b>Tract 5106 B.G. 3</b>	<b>Tract 5106 B.G. 4</b>	<b>Town of East Hartford</b>	<b>Hartford County</b>	<b>State of CT</b>
<b>Total Population</b>	1,189	1,792	852	895	49,575	857,173	3,405,565
<b>Median Per Capita Income (1999)</b>	\$18,228	\$13,599	\$18,635	\$19,781	\$21,763	\$26,047	\$28,766
<b>Median Household Income (1999)</b>	\$32,151	\$27,045	\$22,250	\$36,667	\$41,424	\$50,756	\$53,935
<b>Percentage of Housing Units that are Owner-Occupied</b>	31%	25%	36%	36%	58%	61%	67%

Source: U.S. Census 2000.

### **3.3.7.2 Transportation Impacts**

In accordance with Federal Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" and the DEP Environmental Equity Policy, proposed state and federal actions should not result in disproportionately high and adverse human health or environmental effects on minority and low-income populations. All transportation infrastructure improvements, except for the access driveway to EHGEMS, will occur within census tract 5106. As indicated in Table 3.3.7-1, minorities comprise approximately 55% of the population within this census tract. In addition, the population within this census tract is relatively low income, with median household incomes lower than the town, county and state levels, as shown in Table 3.3.7-3. In general, minor impacts associated with noise, light, traffic and aesthetics are possible; however, mitigation will minimize actual impacts. Property impacts are also likely, as described in Section 3.3.2. Negative air quality impacts are not expected, as described in Section 3.1.1. Further details regarding impacts associated with each transportation improvement area are discussed as follows.

#### ***Roberts Street/Silver Lane Intersection***

The proposed grade-separated intersection of Roberts Street over Silver Lane will be constructed within census tract 5106, block groups 1 and 2. The impact area is likely most represented by block group 2. Block group 2 contains a 71% minority population and a median household income of approximately 65% of the Town of East Hartford income level and 50% of the state level (Tables 3.3.7-2 and 3.3.7-3).

The widening of Silver Lane may require several partial property acquisitions that will extend from just a few feet to up to approximately a dozen feet into the front yards of parcels. Based on census statistics, it is possible that these properties may be owned or rented by minority and/or low income populations. However, the socioeconomic condition of individual owners/renters of specific impacted properties is not known. These property impacts will be minor to moderate and are not likely to require complete property acquisitions. The major land impacts associated with the Roberts Street/Silver Lane grade separated interchange will occur on UTC property.

The predicted traffic noise levels approach (within one decibel), equal, or exceed the FHWA and DOT noise impact criterion of 67 dBA at 68 residential receptor locations along Silver Lane. No commercial receptors exceed the FHWA noise impact criterion of 72 dBA. In addition, no receptor exceeds DOT's substantial increase criterion of fifteen decibels above the existing measured noise levels. More details are included in Section 3.1.2.

Lighting impacts are possible at the Roberts Street/Silver Lane intersection. During the design phase of the project, efforts will be made to minimize impacts to residential properties, including the use of downward-directed lights that reduce light scatter. The new grade-separated intersection at Roberts Street and Silver Lane will affect the viewshed of some residents and businesses along Silver Lane from approximately Mercer Avenue to Clement Road. This aesthetic impact will be addressed through the design process, which may include architectural treatment of the bridge fascia.

### ***Route 2/Brewer/Main/High Streets***

These improvements will occur within census tract 5106, block group 4, and on UTC property within block group 3 of census tract 5106. Block group 4 contains a 43% minority population and a population with a median household income of 89% and 68% of the Town of East Hartford and State of Connecticut median household incomes, respectively (Tables 3.3.7-2 and 3.3.7-3).

The majority of property impacts to occur in this area will affect businesses. At least one business, perhaps two, will be required to relocate. Other business properties will be impacted by partial property acquisitions that will result in losses of front lawn, walkways and/or parking spaces. One single family house will be impacted by partial property acquisition, at a minimum, with the potential for complete property acquisition. It is unknown if this house is owned or rented by a minority or low income individual or family.

The number of residential receptor locations on Brewer Street and Main Street experiencing predicted traffic noise levels that approach (within one decibel), equal, or exceed the FHWA and DOT noise impact criterion of 67 dBA will decrease from 13 to 12 due to the decrease in traffic volume on Brewer Street resulting from the Pratt & Whitney employees using the new south entrance on Main Street rather than the employee entrance on Brewer Street that will be closed. However, even with the increased traffic volume from the proposed Main Street/Brewer Street south entrance to the Rentschler Field site, the traffic noise levels (60 dBA) at the rear of the residences on Brewer Street are below the FHWA and DOT noise impact criterion of 67 dBA for residential receptors. No commercial receptors exceed the FHWA noise impact criterion of 72 dBA. In addition, no receptor exceeds DOT's substantial increase criterion of fifteen decibels above the existing measured noise levels. More details are included in Section 3.1.2.

Lighting impacts are possible within the Route 2/Brewer/Main/High Streets area. During the design phase of the project, efforts will be made to minimize impacts to residential properties, including the use of downward-directed lights that reduce light scatter.

### ***I-84 Ramps***

Improvements to the I-84 ramps to and from Roberts Street will occur within block group 1 of census tract 5106. The population within block group consists of 48% minorities and has a median household income of approximately \$32,000, 78% of the Town of East Hartford level and 60% of the state level (Tables 3.3.7-2 and 3.3.7-3).

The majority of direct property impacts associated with the proposed changes to the I-84/Roberts Street ramps will occur on DOT property. One business (restaurant) will be slightly impacted.



The ramps are to be reconfigured in the vicinity of the existing ramps, thus additional environmental impacts are not likely.

#### ***Main Street/Willow Street Intersection***

Property impacts for these improvements will occur on UTC property. In addition, improvements will be constructed within the existing roadway right-of-way, thus additional property or environmental impacts are not likely.

#### ***Silver Lane***

The widening of Silver Lane will occur within census tract 5106, block groups 1 and 2. The impact area is likely most represented by block group 2. Block group 2 contains a 71% minority population and a median household income of approximately 65% of the Town of East Hartford income level and 50% of the state level (Tables 3.3.7-2 and 3.3.7-3).

Complete property acquisitions may be required for two (2) two-family homes. Other homes and businesses along Silver Lane will be impacted by the widening of Silver Lane. At a minimum, front lawns and walkways will be encroached upon and some businesses may lose the use of front parking spaces. Based on census statistics, it is possible that these properties may be owned or rented by minority and/or low income populations. Additional environmental impacts are not likely.

#### ***Access to EHGEMS***

The access to EHGEMS will be constructed almost entirely within Town-owned property, within census tract 5105, block group 2, which has a minority population of 44%. Minor widening of Forbes Street at/near the proposed access drive would occur entirely within the Town right-of-way. Minor grading may be required within one of the properties along Leonard Drive. Also, easement acquisition may be required within properties at the corner of Forbes Street and Godar Terrace for span poles or utility boxes associated with the proposed signal.

#### **3.3.7.3 Site Development Impacts**

The proposed development area within Rentschler Field is located in census tract 5106, block group 3, while the EHGEMS is proposed to be located in census tract 5105, block group 2. All site development will be located in areas that are currently vacant. The percentage of total minorities (non-white population) within block group 3 of Tract 5106 and block group 2 of Tract 5105 is 45.3% and 43.5%, respectively. The percentage of minorities within the block groups adjacent to potential development areas is higher, with 51.7% in census tract 5107, block group 4, and 70.9% in census tract 5106, block group 2. Overall, the percentage of minorities within these areas is higher than that in Hartford County and the State.

As discussed in this EIE, the potential adverse environmental impacts of the development at Rentschler Field that could impact residents in the area are associated with air quality, noise, light, traffic, and aesthetics. Construction may result in temporary air quality impacts associated with dust released by land disturbance and haul trucks. Noise impacts may occur from proposed use of Rentschler Field, depending on the exact placement of potential noise generating uses, such as research and development, entertainment and recreational uses. Construction activities associated with site development may also result in noise impacts to neighborhoods surrounding Rentschler Field. The replacement of the existing unlighted airfield with the site development will result in additional sky glow in the area. Light trespass from the site and from Stadium Parking Area 1 will be minimized with downward directed lighting. The 50-foot buffer that will be left along the property boundary around the site will also minimize light impacts.

There will be an increase in traffic on Main Street, High Street, Silver Lane and Mercer Avenue, all of which contain low and/or minority income populations. However, the proposed transportation improvements are designed to mitigate the traffic impact.

Tall buildings within the proposed development will likely be visible from surrounding areas. The buffer surrounding the property will minimize the view of the interior of the site.

The proposed site development will result in an improvement to the socioeconomic condition of the area. As presented in Section 3.3.5, the proposed development is projected to result in a net increase of 4,390 jobs annually (on average) over a 20-year period. This represents a significant increase in employment opportunity for low and minority income populations in East Hartford and for the overall population in the Town and region. Furthermore, the site development is expected to result in a net tax revenue increase of \$22.7 million, much of which would be to the Town of East Hartford.

#### **3.3.7.4 Cumulative Impacts**

Property impacts associated with the transportation infrastructure improvements are likely. It is not known whether individual properties affected are owned or rented by minorities or low-income families. However, the majority of impacts will occur within census tracts that contain a relatively high percentage of minority populations and those with incomes lower than the regional and state levels. Impacts will range from minor partial property acquisitions to complete property acquisitions. Approximately three (3) residential properties may undergo complete acquisition by the State and/or Town of East Hartford.

In general, minor negative impacts associated with air quality, noise, light, traffic and aesthetics are likely to occur. However, the economic benefits are substantial by the creation of over 4,000 jobs annually and increase tax revenue to the Town of East Hartford.

#### **3.3.7.5 Mitigation**

Residents impacted by property acquisitions (implemented by the Town) will be relocated under the Connecticut Uniform Relocation Assistance Act (CGS Chapter 135). As described in Section 3.3.2, the Uniform Relocation Assistance Act establishes a uniform policy for the fair and equitable treatment of persons displaced by the acquisition of real property by state and local land acquisition programs. The uniform policy applies to relocation payments, advisory assistance, and assurance of availability of standard housing. It is expected that reasonable replacement housing will be available within East Hartford and that changes in the existing housing stock will not be noticeable.

Light trespass will be minimized with downward directed lighting. The 50-foot buffer that will be left along the property boundary around the site will also minimize light impacts, as well as aesthetic issues, associated with site development.

Traffic impacts will be mitigated by implementation of the state and privately-funded transportation improvements discussed in Section 1.

Management practices to minimize impacts due to exhaust from construction equipment and dust generation will be employed, as described in Section 3.1.1. Noise impacts may be mitigated by noise barriers and buffer zones surrounding development.